

MANUFACTURERS' RECORD

A WEEKLY SOUTHERN INDUSTRIAL
RAILROAD AND FINANCIAL NEWSPAPER.

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Buffalo Scale Co.
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(Continued on Page 9)

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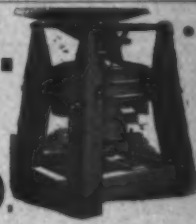
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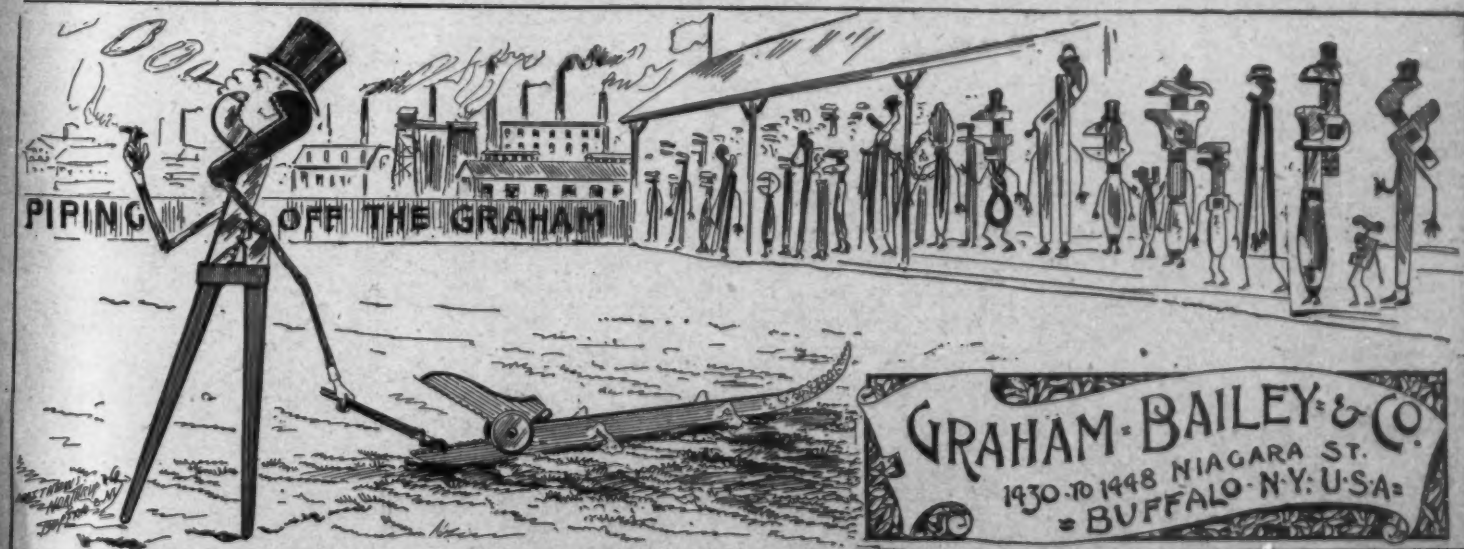
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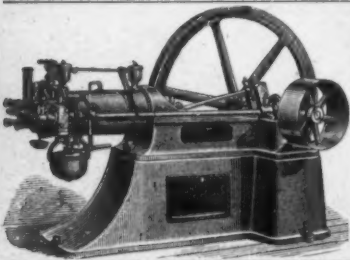
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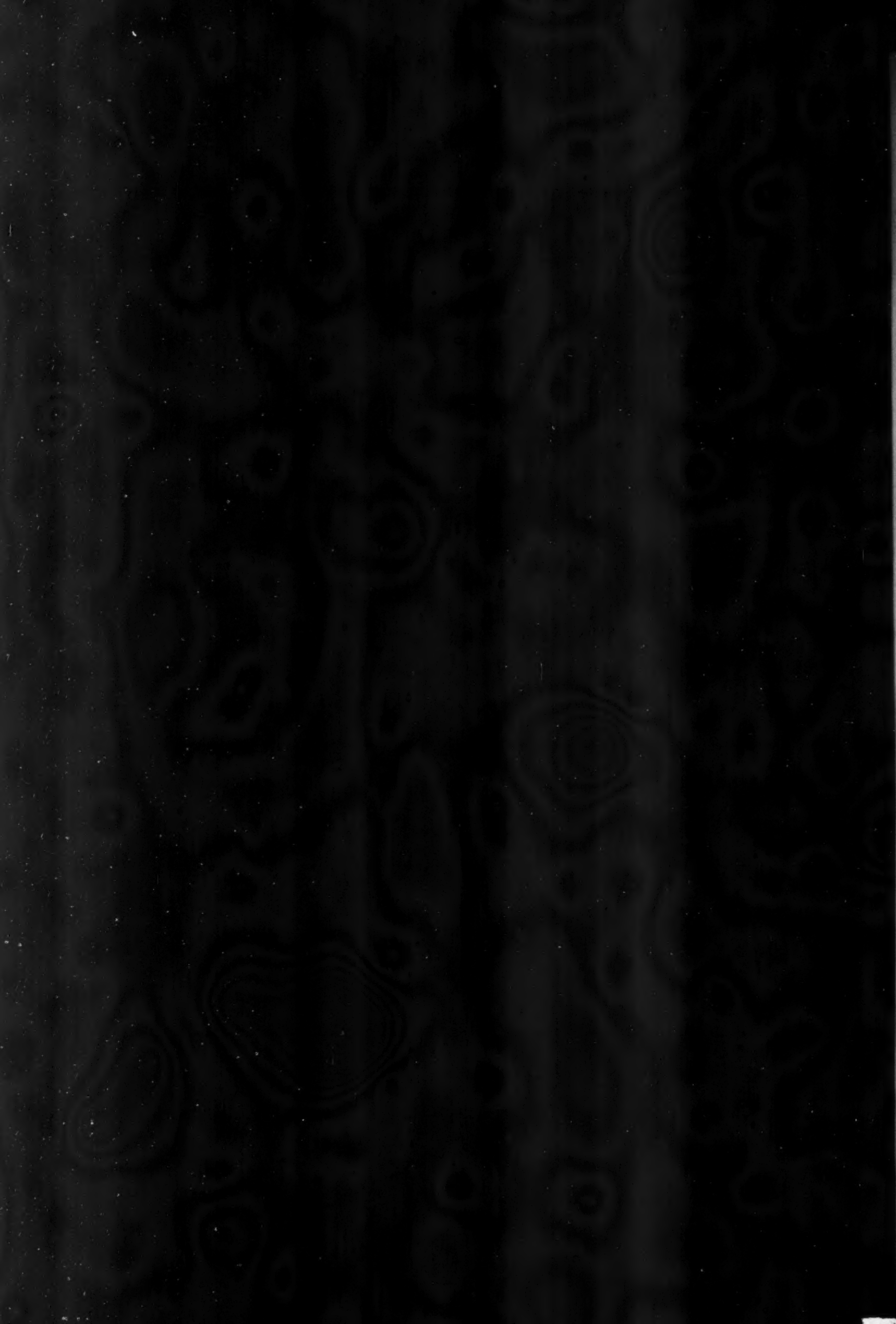
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MANUFACTURERS' RECORD

A Southern Industrial, Railroad and Financial Newspaper.

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WEEKLY.

BALTIMORE, OCTOBER 4, 1890.

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BALTIMORE, OCTOBER 4, 1890.

Southern Bessemer Ores.

A number of papers have referred to the proposed importation of Cuban Bessemer ores via Norfolk by the Norfolk & Western Railroad as though it were an acknowledgment that Bessemer ores could not be found in the South. Such a view is entirely without foundation. The Norfolk & Western Railroad is hauling thousands of loaded coal cars from the Pocahontas region to Norfolk and returning them empty. Thus the coal traffic has to bear the expense of hauling the empty cars back. To avoid this and to secure return freights for their coal cars the Norfolk & Western Road, or rather a company composed in part of stockholders of that road, proposes to import Cuban ores and haul them to furnaces and steel works at Roanoke, Salem and other points along its line. It is merely a traffic-creating enterprise, and is in no wise an intimation that Bessemer ores are not to be had in the South.

To reach the best Bessemer ore fields of the South short lines of railroad must be built, but when built they will develop an enormous traffic.

A SPECIAL and widespread demand for last week's issue of the MANUFACTURERS' RECORD has been created by Hon. Edward Atkinson's article. Orders for extra copies have poured in by mail and wire from all parts of the country. In order to supply this demand, we have printed the article in supplement form, and it will be sent to any address on receipt of ten cents.

Investments in Southern Timber Lands.

The MANUFACTURERS' RECORD has had compiled a list of the largest owners of timber lands in Mississippi and Louisiana, the two States in which very heavy investments have been made during the last few years by Northern and foreign capitalists who regard timber property as a most desirable investment. The largest holders in Louisiana are:

	Acres
J. B. Watkins, Lake Charles, La.	630,000
Jay Gould, New York.	260,000
Lutcher & Moore, of Texas.	140,000
A. G. Van Schaick, Kirby-Carpenter Co., Ludington, Wells & Co., of Chicago, Ill.	120,000
A. C. Brown Estate, Menominee, Mich.	70,000
Congressman Stephenson, of Wisconsin.	30,000
Calcasieu Lumber Co., Lake Charles, La., and Brady Ramsey Co.	150,000
Pack, Woods & Co., Michigan.	70,000
Mrs. M. Edith Howcott, New Orleans, La.	52,000
S. K. Martin, Chicago, Ill.	40,000
Wirt, Dexter & Co., Chicago, Ill.	40,000
Rice, Wetmore & Co., of New York and Pennsylvania.	50,000
Cummer & Co., Michigan.	50,000
Gratnick, Smith, Fryer & Co., of New York	70,000
J. R. Jones & Co., Louisiana.	50,000
Guarantee Co., of Leicester, Eng.	90,000
W. H. Howcott, New Orleans, agent for residents of England and Scotland.	184,000
Estate John Chaffie, New Orleans.	70,000
Estate A. J. Powell, New Orleans.	70,000
Estate John Slidell, Louisiana.	54,000
Estate J. D. Demgry, New Orleans.	60,000
John R. Gheons, Kentucky.	60,000
H. & B. Beer, Louisiana.	40,000
Isadore Newman, Louisiana.	50,000
Calvin Pardee, Philadelphia, Pa.	60,000
Cheesebros Bros., Toledo, Ohio.	40,000
Leathum & Smith, Wisconsin.	30,000
Hackley & Hume, Michigan.	50,000

The largest holders in Mississippi are:

	Acres.
L. N. O. & T. R. R., R. T. Wilson, president, New York.	600,000
Burroughs & Swan, Iowa.	80,000
D. A. Blodgett, Michigan.	220,000
Mrs. M. Edith Howcott, New Orleans.	40,000
Est. E. Richardson, New Orleans.	60,000
C. T. Hills, Michigan.	50,000
J. J. White, McComb City, Miss.	50,000
Fuller Bros., Tennessee.	60,000
Wade Bros., Kentucky.	200,000
Foster, Blackman & Co., Michigan.	70,000
Est. Joseph Heald, Michigan.	50,000
Jno. D. Norton, Michigan.	30,000
W. H. Howcott, agent for foreign owners.	140,000
Wagar & Wells.	60,000
British & Foreign Investment Co., Eng.	312,000
H. W. Sage & Co., New York.	50,000
Southern Pine Land Co., Mississippi.	60,000
Parker Earle, Cobden, Ill.	30,000
Jno. Dunn, Illinois.	30,000
Delta & Pine Land Co., Chicago.	60,000
Avery Bros., Michigan.	50,000
Calvin Pardee, Philadelphia.	20,000

The 29 individuals and companies reported in this list as owners of Louisiana lands hold in the aggregate 2,722,000 acres, and the 22 reported for Mississippi have to their credit 2,318,000 acres—a total of over 5,000,000 acres in the two States owned by 49 companies or individuals, an average of over 100,000 acres each. These are only the names of the largest land owners. In addition to this list there are 60 owners

of lands in Mississippi who hold 10,000 acres each, and there are 163 persons, non-residents, who own 5,000 acres each of lands in the same State. It is estimated that investors in other States and in foreign countries own and control in the State of Mississippi over 4,000,000 acres, and that the advance in value over the purchase price paid for these lands will in the aggregate reach over \$20,000,000. Lands in the Mississippi delta show the greatest advance—from 25 and 50 cents per acre to \$10 and \$50 per acre.

THE report that an iron bridge was to be built over Spring creek, near Round Timber, Texas, was the basis of an inquiry for fuller particulars sent by the MANUFACTURERS' RECORD to the postmaster at that point. And now comes this sarcastic reply:

There is being built a little culvert across the Abel spring branch that a man can straddle. Won't amount to anything; is all gas.

Come, come, Mr. Crabbs, don't get impatient. The MANUFACTURERS' RECORD runs down every rumor of building and development in the South, and is, therefore, able to publish reliable and authentic reports each week. After we have investigated we print the true and omit the false. But if Mr. Crabbs has discovered a gas at Round Timber that will build a culvert, even one that a man can straddle, he would better hurry up and get out a patent. It would beat aluminum.

A GREAT many Dakota people are preparing to move to Alabama this fall and winter. We are constantly hearing from leading people of the former State of the disposition of thousands to get away from the blizzard regions and settle in the South. Last winter a large number of Dakotans settled in Alabama, and they were so delighted with the country that many more will move down this winter.

Subscribe to the MANUFACTURERS' RECORD.
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Great Forces at Work in Virginia.

The predictions of the MANUFACTURERS' RECORD as to activity in railroad building in the South in the next ten years are being borne out by the reports published in our Construction Department. If the preparations for building new roads and extending old ones noted in the past few months are taken as a basis, our estimate of the railroad mileage in the South in 1900 will fall considerably short of the mark. Virginia shows a remarkable activity in this line of development, and it is a truism rather than a prophecy to say that within ten years the Old Dominion will be a network of railroads rivaling Ohio, Indiana and Illinois. The stone that the builders rejected is to be the corner-stone in the temple of industry. Attracted by the varied and inexhaustible resources, and stimulated by the success of the Norfolk & Western, the great railroad systems north of Virginia are eagerly seeking entrance into her rich mountains and valleys.

It is in itself a very significant and important fact that the Pennsylvania Railroad Co. is looking about for a line into Virginia. The Cumberland Valley Railroad of that system is spying out the ground through the valley by way of Staunton to a connection with the Norfolk & Western, and we are advised that one of the engineers of the Pennsylvania Co. has been in consultation with Major Jed Hotchkiss with regard to a line to the New river coal fields via Shen-dun.

The MANUFACTURERS' RECORD has had authoritative information that the stockholders of the Farmville & Powhatan Railroad, already built from deep water at Bermuda Hundred to Farmville, in Prince Edward county, have authorized their directors to widen the gauge and extend southwest to Brook Neal, in Campbell county, and thence through the valley of the Staunton and Roanoke river to Roanoke.

A third railroad company is to build a line from Broadway, Va.,

west along North river into West Virginia and east via New Market and Luray to tidewater. The extension of the Valley Branch of the Baltimore & Ohio Railroad southward to a connection with the Roanoke & Southern at Roanoke and Salem is unquestionably only a matter of a few months.

There are probably as many as a score of railroad enterprises, already noted in our columns, on foot in Virginia. Tidewater and the rich mineral region of the Southwest are the two principal objective points of railroad building. The assured prospect of enormous local development and traffic is the argument which appeals strongly to capital, and makes it easy to obtain money for well-located lines. The great activity in other directions, added to Virginia railroad development, assures wonderfully rapid and solid advancement. Mining properties will be made available and opened up, manufactures will be established, agriculture will be vastly stimulated, and towns and cities will be built upon a substantial basis. In the midst of all this development two Virginia cities stand out boldly—Norfolk, where water transportation and rail transportation meet, and Roanoke and Salem in the center of the industrial region and at the crossing of the east and west and north and south railroads. While the trend of the great material forces at work in Virginia point to these two as the chief cities and the places of relay and distribution, so far as the present movement and the immediate future are concerned, these two having the start in the development, all Virginia and many cities and towns will share in the benefits arising from the union of outside capital and population with its own, and from the establishment in this way of powerful machinery for making available all her boundless resources.

A Thousand-Dollar Prize for a Good Story.

The Linville Improvement Co., which is building a winter and summer resort town at Linville, N. C., just at the foot of "Grandfather Mountain," one of the magnificent mountain peaks of Western Carolina, offers a cash prize of \$1,000 for the best short story or novel having the "Grandfather Mountain" and the beautiful scenery of that locality woven into the plot. This mountain is situated in the most picturesque part of Western North Carolina. The selection will be made by a committee of competent reviewers, and the story must not be less than ten nor exceed fifty pages. Such an offer as this ought to attract the best writers in the country. It is an illustration of the novel ways which the Linville company will adopt to command public attention when its plans have been fully developed. For a couple of years this company has been vigorously at work laying out Linville, clearing out a great forest and mak-

ing fine streets and roads, but has made little effort to sell lots. Linville ought to become one of the most noted resort towns of that wonderfully beautiful and healthy country, Western Carolina.

A GRATIFYING sign of Roanoke's metropolitan growth is found in its remarkable journalistic advancement. All the daily papers of that flourishing city are making improvements, and all of them reflect the prosperity and spirit of the city.

The Roanoke Times in its enlarged and improved form is a morning paper worthy of the center and capital of Southwest Virginia development. The men who are at the head of this fine morning newspaper are Herbert J. Browne and C. T. Grandy, editor and business manager, respectively. Mr. Browne is a native of New Hampshire, and received his education both in college and at the printer's case, and was for seven years connected with the Washington Post. Mr. Grandy, who also came from the Washington Post to the Times, is a North Carolinian, with considerable experience as a newspaper man in the East and South. The Times is independent in politics, and outside of its general news service will devote itself especially to the industrial development of Southwest Virginia. With a thorough appreciation of the possibilities of its field and with the co-operation of an enterprising and powerful community, the Times has gained at a bound a leading position in daily journalism.

THE number of eggs annually consumed by the people of the United States is 1,820,000,000 dozen. Estimating these at the low value of 12 cents per dozen, this article of food costs our citizens not less than \$218,400,000 annually. One of the leading dealers reports to the New York Tribune that an increased price next winter is probable, because there is a shortage of 34 per cent. in the stock of limed eggs as compared with this time last year. There are very large areas in the South where eggs can be bought for cash at less than 10 cents a dozen, that being the standard price allowed in exchange for store goods, on which profits of from 25 to 200 per cent. are realized. The business of buying, liming and packing eggs in country districts remote from railroads would be a profitable one for young men of small capital to undertake.

THE Roanoke Herald, which has done such able and valiant service in behalf of its home city, has enlarged to eight pages, and all its 64 columns of reading matter and advertising testify to the growth and prosperity of Roanoke, as well as to the enterprise of Messrs. James A. Pugh and J. W. Camper, editor and business manager respectively. Roanoke can make no better investment than in supporting first-class newspapers.

A Vermont Farmer's Questions.

A Vermont farmer wishes to know where he can get good land at a moderate price in the South. He wishes to raise grass, grain and other field crops, to set out orchards, to make butter and to raise sheep. Can the MANUFACTURERS' RECORD tell him just where to go to combine to the best advantage these various agricultural employments? Good schools, established society, and railroad transportation must be conveniently near. Our Green Mountain correspondent states that there are scores of men like himself who are looking Southward with a strong inclination to find some such locality as he indicates, and that they have been hoping to see in their local or their agricultural papers such information as would put them on the right track, but thus far they have found nothing. They read occasionally about new towns, iron furnaces and other things that interest manufacturers, but nothing about Southern farms, while every week the mails bring them circulars from all parts of the far West filled with flattering stories that are not at all in keeping with the reports that come back from friends and acquaintances who have been lured to those States by similar highly-colored statements. He winds up by saying: "If there are reliable publications about the agricultural advantages of the South for general distribution, those whose duty it is to circulate them should send them to the hill towns of Vermont, where they will find many earnest readers."

This honest inquirer is unconsciously a representative of many more men than those for whom he writes. There is a steadily growing conviction among the farmers, not only of New England but of all the North, that there must be in the South many localities that would suit them, but where they are is the question. If the departments of agriculture of the several States would take pains to reach this numerous class of inquirers and to supply them with information, doing the business systematically and thoroughly, there would be an immigration of industrious and thrifty agriculturalists from the North that would in a few years create a demand for all the farm lands that now lie fallow, and for all the virgin tracts that at present have but a nominal value.

For the hill farmers of New England the mountains and foot-hills of the Appalachian range probably present the most inviting field. In Virginia, North Carolina, Piedmont South Carolina, East Tennessee, North Georgia and North Alabama are hundreds of thousands of acres of cleared land, and other hundreds of thousands of acres of forests, where Northern farmers can find what they seek. The trouble is that the area is too great for the individual farmer who would like to settle in the South. He, as a rule,

cannot spare the time or the money that would be required to travel leisurely through all this territory in search of a home. When the Eastern farmer starts West on such a quest he has a definite location in mind. He has learned all he could about it and is favorably inclined toward it. He is met by some person with whom he has been in correspondence, who takes pains to prevent the home seeker from seeing any other than the brightest side of the picture until the bargain is made and the immigrant captured. No such systematic work has been done in or for the South. There have been and there will continue to be excursions of capitalists and manufacturers; there have been spasmodic attempts to convey information to Northern farmers; there have been occasional efforts made by railroad companies to attract attention to the agricultural resources of the country traversed by their roads, but there has been nothing done that can at all compare with the systematic and persistent efforts of the trans-continental lines and of several of the States of the far West (and notably of California) to direct attention to the South. No wonder that our Vermont farmer complains that he cannot get information. Yet there are those who would cheerfully give it if they knew it was wanted. Let him look over the advertisements of town companies in the MANUFACTURERS' RECORD, and from them select half a dozen or more that seem to him to be in desirable localities. Then let him write to the addresses given and tell what he wishes, and ask that he be put in communication with some one there who will tell him what he needs to know about the adjacent country. Then information will pour in upon him from many sources and he will have all the needed data to assist him in making his selection of a locality for personal examination. This course is suggested as the most feasible because every manufacturing city needs to have the country immediately around it filled with intelligent farmers who can be depended upon to supply field, garden and orchard products to its citizens. Without such a rural population close at hand, the cost of living will be too high for urban prosperity, for unless wage earners are fed properly and at reasonable prices they soon become discontented, and on the other hand, most classes of retail merchants must have country as well as city customers if they are to prosper. Southern cities and towns in the past grew into existence because of their tributary agricultural regions. In our day new towns have been born and have attained a lusty growth, not because agriculture needed them, but because of their proximity to coal and iron. It is they that need the fruits of agriculture to advance their prosperity, and because of that need there will be found in all of them trustworthy men of large intelligence who will gladly become the correspondents of Northern farmers seeking a home in the South. We earnestly advise, not only our Vermont farmer, but all others who desire to live in the South, to adopt the foregoing plan for getting reliable information.

SOUTHERN PROGRESS.

What Has Been Accomplished
In Nine Months.

The people who have for five years been constantly predicting that the South could not keep on in its steady march of progress must be amazed by this time to see that despite their croakings, despite Wall street financial manipulations, despite low prices for iron and all other causes that one might suppose would retard its development, the South moves forward with an ever accelerating rate of growth. Nothing seems to retard it. From the Potomac river to the Rio Grande there is an ever-widening industrial development, a rapid improvement in the financial condition of the farmers, a great activity in the building of railroads, fine hotels, costly dwellings and splendid business structures, and a steady increase in prosperity, in striking contrast with what is seen in many other parts of the country. From the boundless stores of hidden riches in its hills and mountains the South is creating wealth more rapidly than was ever done before in any part of this country, and yet the work has barely commenced. The record of the last nine months shows the organization of upwards of 3,000 new enterprises, including almost every line of industry from the small saw mill to great steel and iron works, and the last quarter of the year bids fair to be the most active ever seen in the South.

The list of new enterprises in the South for the first nine months of 1890, as reported from week to week in the MANUFACTURERS' RECORD, aggregates as follows:

	First nine months of 1890.
Iron furnaces.....	47
Machine shops and foundries.....	108
Agricultural implement factories.....	13
Flour mills.....	137
Cotton mills.....	56
Furniture factories.....	54
Gas works.....	54
Water works.....	94
Carriage and wagon factories.....	29
Electric-light companies.....	172
Mining and quarrying enterprises.....	432
Woodworking factories, including saw and planing mills, sash and door factories, stove factories, etc.....	306
Canning factories.....	136
Stove foundries.....	63
Brick works.....	178
Miscellaneous iron and steel works, rolling mills, pipe works, etc.....	88
Cotton compresses.....	30
Cotton-seed oil mills.....	40
Miscellaneous enterprises not included in foregoing.....	967
Total.....	3,172

In the following list we give the name, location and character of business of the new enterprises projected during the last three months, and existing establishments rebuilt (after being burned) or enlarged:

LOCATION.	NAME.	BUSINESS.
Anniston.....	Anniston Carriage Works.....	Carriage Factory.
Anniston.....	Erwin Schillinger, of Birmingham, & others.....	Brewery.
Attala.....	Atta Ice Compress & Fer. Co.....	Enlarge Compress.
Avondale.....	W. H. Morris, of Birmingham.....	Furniture Factory.
Bessemer.....	Hilliker & Krebs Build- ing & Mfg. Co.....	Lumber Mill, etc.
Bessemer.....	Crystal Ice Co.....	Ice Fac'y & Bottl'g Wks.
Bessemer.....	Bes. Steam Bottling Wks.....	Add. Ice Machinery.
Bessemer.....	Bessemer Pipe Works.....	Machine Shop.
Berryville.....	A. G. Parker & Co.....	Saw Mill.
Birmingham.....	Greely's Creek Gin, Mill, ing & Mfg. Co.....	Gin, Grist Mill, etc.
Birmingham.....	Co. so idated Elec. Lt. Co.....	Electric Plant.
Birmingham.....	W. H. Morris.....	Add. Furniture Mach., etc.
Birmingham.....	Birmingham Ice Fac'y & Co.....	Increase Cap. acity.
Birmingham.....	Bir. Fuel, Gas & Heat. Co.....	Gas Works.
Birmingham.....	Ga. Pacific Railway Co.....	Machine Shop.
Birmingham.....	Avondale Ice Co.....	Enlarge Factory.
Birmingham.....	James & Odo Neill.....	Stock Yards.
Birmingham.....	Spring City Vinegar & Cider Co.....	Cider & Vinegar Fac.
Birmingham.....	Henderson Steel & Mfg. Co.....	Increase Cap. Stock and Enlarge Steel Works.
Birmingham.....	Ala. Marble & Stone Co.....	Marble Works.
Birmingham.....	Dryer Coal Co.....	Coal Mines.
Blocton.....	Dean & King.....	Saw Mill.
Carbon Hill.....	Carbon Hill Coal & Ck Co.....	Mining Plant.
Chunchula.....	O. T. Caseberry.....	Saw Mill.
Dadeville.....	Murphy Wagon Mfg. Co.....	Wagon Factory.
DeArman.....	le. Farmers' Alliance.....	Cotton Gin & Sorghum Cane Mill.
Decatur.....	Decatur Ice Co.....	Inc. Cap. & Enlarge Wks.
Decatur.....	W. D. Stewart of Whites- burg, Tenn., & others.....	Marble Mill.
Emory.....	A. D. Smith.....	Enlarge Saw & Grist Mill & Cotton Gin.
Florence.....	Ohio Mfg. & Invest. Co.....	Manufactures, etc.
Fort Mitchell.....	B. M. Hern.....	Saw Mill.
Fort Payne.....	Stoddard-Carr Lime Co.....	Lime Works.
Fort Payne.....	Fort Payne Stove Works.....	Stove Works.
Fort Payne.....	Fort Payne Coal & Iron Co.....	New Mach. at Cl. Mines.

LOCATION.	NAME.	BUSINESS.
Fort Payne.....	Fort Payne Gas Light Co.....	Gas Works.
Gadsden.....	Givlin, Hicks & Lane.....	Marble Quarry.
Gordons.....	David Williams & Co.....	Woodworking Factory.
Greensboro.....	Greensboro Elec. Lt. Co.....	Electric Light Plant.
Greenville.....	American Pipe Mfg. Co.....	Water Works.
Hellins.....	Anniston Gold Mining Co.....	Gold Mines.
Helena.....	Shelby Rolling Mill Co.....	Enlarged Plant.
Huntsville.....	Dallas Mfg. Co.....	Cotton Mill.
Huntsville.....	Hunts. Ice Fac' & B'y Wks.....	Ice Fac'y & Bot'g Wks.
Huntsville.....	Alabama Oil Co.....	Oil & Gas Wells.
Huntsville.....	American Fibre Associa- tion of New York City.....	Pu'p Mill.
Jacksonburg.....	Dyas & Reeder Brick Co.....	Brick Yard.
Lucerne.....	C. A. Cowart.....	Barrel Factory.
Marietta.....	J. E. Cook Min. & Mfg. Co.....	Coal Mine.
Mobile.....	Mobile Brewing Co.....	Brewery.
Mobile.....	Gate Lyons Ice Co.....	Enlarge Factory.
Mobile.....	Stewart & Butt.....	Enlarge Shingle Mill.
Montgomery.....	Mont. Ginners & Cot'n Co.....	Enlarge Ginney.
Montgomery.....	Ball Light & Power Co.....	Ele. Lt. & Power Plant.
Opelika.....	Opelika Flour Mills.....	Flour Mill.
Opelika.....	Opelika Compress Co.....	Cotton Compress.
Opelika.....	Opelika Iron Works.....	Cotton Gin.
Opelika.....	G. E. Weber.....	Woodworking Factory.
Opelika.....	Opelika Knitting Mills.....	Add. Machinery.
Piedmont.....	Crowden Bros.....	Brick Yard.
Piedmont.....	Pied. Cotton Mfg. Co.....	Cotton Factory.
Piedmont.....	Wilson & Waring.....	Saw & Planing Mill.
Selma.....	J. H. Robb & Sons.....	Ice Fac'try.
Selma.....	Matthews Cotton Mill's Co.....	Add. Machinery.
Selma.....	Star Ice Co.....	Increase Capacity.
Selma.....	Selma Elec. Lt. & Gas Co.....	Electric Plant.
Sheffield.....	Ala. Iron & Railw'y Co.....	Improve Furnaces.
Spring Garden G.....	W. Rutherford & othrs.....	Broom & Chair Factory.
Taladega.....	J. A. Wright, Represent'v.....	Oil Mill, Ginney & Fer- tilizer Factory.
Tredegar.....	Tredegar Steel Co.....	Three Furnaces, Steel Wks., Rolling Mill, &c.
Troy.....	Troy Iron Works.....	Iron Works.
Troy.....	W. M. Green.....	Stave Factory.
Tuscaloosa.....	Farmers' Alliance.....	Oil Mill & Fert. Factory.
Uniontown.....	Mayor & City Council.....	Water Works.
Warrior.....	C. Harrison & Co.....	Chair Factory.
York Station.....	Neff & Foulk.....	Stave Factory.

ARKANSAS.

Arkadelphia.....	Ark. Methodist College.....	Electric Plant.
Batesville.....	Batesville Iron Works Co.....	Iron Foundry.
Blanchard Spgs.....	W. L. Rinsinger.....	Enlarge Lumber Mill.
Camden.....	Ark. & Tex. Consolidated.....	Ice Factory.
Camden.....	John Austin and others.....	Bottling Works.
Fayetteville.....	Washington Cnty Min. Co.....	Lead & Zinc Mining.
Harlow.....	Eureka Lumber Mill Co.....	Lumber Mill.
Hazen.....	.....	Creamery.
Heckato.....	Heckato Lumber Mills.....	Enlarge Mills.
Helena.....	Batchelder Egg Case Co.....	Increase Capital.
Hot Springs.....	Idleville Mining Co.....	Reduction Works.
Little Rock.....	Idleville Mining Co.....	Mining.
Little Rock.....	Nat. Ry. Water Service Co.....	Motor Works.
Little Rock.....	Globe Printing & Pub. Co.....	Printing.
Little Rock.....	H. M. & O. D. Tucker.....	Awning Factory.
Mammoth Spg.....	Mam. Spg. Roller Mill Co.....	Grain Elevator.
Monticello.....	W. J. Bolling, Secretary.....	Cotton Compress.
Morrilton.....	W. J. Stowers & others.....	Electric Light Plant & Water Works.
Redfield.....	S. W. Crawford & Co.....	Saw Mill.
Silver Springs.....	Silver Spgs. Milling Co.....	Flour Mill.
Weiner.....	Michigan Lumber Co.....	Saw Mill.
Wilmar.....	Gates Lumber Co.....	Saw Mill.

FLORIDA.

Anthony.....	J. A. Smith.....	Shingle Mill.
Bartow.....	Pharr Phosphate Co.....	Phosphate Mines.
Bloomfield.....	Bloomfield Phosphate Co.....	Phosphate Mines.
Bohemia.....	Faxon, O'Leary & Taylor.....	Shingle Mill.
Charlotte Hr.....	Charlotte Harbor Phos- phate Co.....	Phosphate Works.
Charlottesville.....	Globe Phosphate Mining & Manufacturing Co.....	Phosphate Mines.
DeLand.....	DeLand Electric Light & Ice Co.....	Electric Light Plant & Ice Factory.
DeLand.....	DeLand Water Works Co.....	Water Works.
DeLand.....	Kingsbury Mfg. Co.....	Machine Shop.
Ferrandina.....	W. H. Leffla, Gen. Man.....	Ice Factory.
Fort Meade.....	Ft. Meade Phosphate, Fer- tilizer & Invest. Co.....	Phosphate, etc.
Fort Ogden.....	Waters, Wright & Co.....	Phosphate Mines.
Fort Ogden.....	So. Florida Phosphate Co.....	Phosphate Mines.
Gainesville.....	Alachua Phosphate Co.....	Phosphate Mines.
Geneva.....	McMullin & Smith.....	Add. Saw Mill Machin'y.
Green Cove Sp.....	McMullin Lumber Co.....	Lumber Mill.
Homeland.....	Isaac Whitaker.....	Phosphate.
Jacksonville.....	Brumbray Land Co.....	Mining, etc.
Jacksonville.....	Standard Publishing Co.....	Publishing.
Jacksonville.....	Jackson, & Peace River.....	Phosphate.
Jacksonville.....	Phosphate Co.....	Phosphate.
Jacksonville.....	Boca Grande Phos. Co.....	Phosphate.
Jacksonville.....	Black River Phos. Co.....	Phosphate.
Jacksonville.....	J. R. Tyson Co., Lim'd.....	Brick Works, Phosphate, etc.
Leesburg.....	E. Johnson.....	Ice Fac'y & Lum. Mill.
Madison.....	George E. White.....	Saw Mill.
Mannfield.....	Florida Phosphate Co.....	Phosphate, etc.
Mannfield.....	Citrus County Hard Rock.....	Phosphate, etc.
Milton.....	Milton Canning Co.....	Canning Factory.
Milton.....	Carter Bros.....	Shingle Mill.
Minneola.....	M. P. Godfrey.....	Add. Corn & Feed Mill.
Ocala.....	Ocala & Blue Riv. Phos. Co.....	Mineral Lands.
Ocala.....	Panasoffe Phosphate & Mining Co.....	Phosphate Mines.
Orange.....	L. Miller Shingle Co.....	Shingle Mill.
Orlando.....	George E. Macy.....	Rice Cleaning Mill.
Pensacola.....	Farmers' Alliance.....	Fertilizer Factory.
Polk County.....	Little Bros.....	Phosphate Works.
San Antonio.....	A. Wickers.....	Sugar Factory.
Satsuma.....	Satsuma Lumber Co.....	Shingle Mill.
St. Cloud.....	St. Cloud Sugar Co.....	Increase Capital.
St. Petersburg.....	Balcon & Harst.....	Ice Factory.
St. Petersburg.....	Bradford County Muck & Land Drainage Co.....	Manufactures, etc.
Starke.....	Armington Bros.....	Saw and Planing Mill.
Swanace.....	J. H. Wells.....	Machine Shop.
Tampa.....	Sterling Phos. Mining Co.....	Phosphate Mines.
Tarpon Spgs.....	Tarpo Springs Irriga- tion & Developm't Co.....	Water Works, etc.
Titusville.....	Titusville Electric Lt. Co.....	Electric Light Plant.
Titusville.....	Cochran & Dompier.....	Shingle Mill.
Whitney.....	Keystone Brick Co.....	Brick Yd. & Lum. Mill.
Wildwood.....	Mr. Stevens & Chapman.....	Saw Mill.
Widwood.....	Howell & Anderson.....	Phosphate Mines.
Windor.....	Sedley & Jolly.....	Veneer Mill.

GEORGIA.

Alamo.....	W. F. Ussey & Co.....	Saw Mill.
Albany.....	Wight, Westlosky & Co.....	Fertilizer Factory.
Albany.....	Albany Oil Co.....	Increase Capital.
Americus.....	Georgia M. dicine Co.....	Medicine Factory.
Americus.....	Union Invest & Mfg. Co.....	Lumber.
Americus.....	Warnock & Miller and others.....	Cigar Factory.
Athens.....	Southern Paper Bag Co.....	Paper Bag Factory.
Atlanta.....	A. A. Armstrong.....	Marble Crushing Plant.
Atlanta.....	Hopie Bank Punch Co.....	Punch Factory.
Atlanta.....	Constitution Publish. Co.....	Add. Machinery.
Atlanta.....	Atlanta Jewelry Co.....	Jewelry Factory.
Atlanta.....	J. B. Goodwin, Prest.....	Publishing.
Atlanta.....	W. F. Parkhurst & others.....	Paving Brick Works.
Atlanta.....	Delbridge Paper Co.....	Stationery Factory.

LOCATION.	NAME.	BUSINESS.
Atlanta.....	Atlanta Novelty Mfg. Co.....	Novelty Works.
Augusta.....	Georgia Chemical Wks.....	New Acid Chamber & Increased Capital.
Augusta.....	McCoy Brick & Tile Co.....	Brick & Tile Works.
Augusta.....	Polar Ice Co.....	Enlarge Factory.
Augusta.....	Aug. Elec. Lt. & Motor Co.....	Electric Plant.
Augusta.....	Aug. Mfg. & Canning Co.....	Canni g Factory.
Augusta.....	Southern Fibre Co.....	Bagging Factory.
Barnesville.....	J. H. Ellerbee.....	Ice Factory.
Brownwood.....	Bruswick Foundry, Ma- chine & Mfg. Co.....	Foundry & Marine Rwy.
Brunswick.....	Downing Co.....	Naval Stores Factory.
Brunswick.....	Artesian Water Cure Co.....	Bottling Works.
Brunswick.....	A. Hughes and others.....	Sash, Door & Blind Fac.
Buchanan.....	Stewart & Hambrick.....	Enlarge Saw Mill.
Buena Vista.....	Buena Vista Improve. Co.....	Brick Yard.
Cartersville.....	Cartersville Land & Man- ufacturing Co.....	Iron Furnace & Foundry.
Cartersville.....	Elsworth Iron Co.....	Mineral, etc.
Cartersville.....	W. S. Croley.....	Paint Factory.
Cartersville.....	Cartersville Brick, Tile & Stone Co.....	Brick & Tile Works.
Cedartown.....	South'n Min. & Imp. Co.....	Mines, Quarries, etc.
Columbus.....	G. J. Peacock Clothing Co.....	Clothing Factory.
Columbus.....	Empire Mills Co.....	Flour Mill.
Columbus.....	Mayor and City Council.....	Sewerage System.
Cordele.....	Cordele Shoe Factory.....	Increase Cap. & Double Factory.
Cordele.....	Union Invest. & Mfg. Co.....	Acid Lam., Brick, etc. Capital.
Cordele.....	Cordele Guano Co.....	Manf. Cham. & Increase Capital.
Cuthbert.....	Southwest Ga. Publish. Co.....	Publising.
Dalton.....	Dalton Brick Co.....	Brick Yard.
Dawson.....	.....	Ice Factory.
Gainesville.....	Hargrove & Logan.....	Add. Woodwork'g Mch'y.
Gainesville.....	Gas Development Co.....	Water Works, etc.
Gainesville.....	P. A. Kelley & Co.....	Enlarge Saw Mill.
Gainesville.....	T. H. Shelly Mfg. Co.....	Shoe Fac., Tannery, etc.
Griffin.....	Griffin Water & Light Co.....	Water Works.
Hawkinsville.....	Holmes & Somner.....	Barrel Factory.
Jasper.....	Piedmont Repub. Pub. Co.....	Publising.
Kensington.....	Kensington Water Works.....	Water Works.
Kensington.....	.....	Slave & Handle Factory.
Kensington.....	.....	Cotton Factory.
Kensington.....	.....	Rolling Mill.
Kensington.....	.....	Foundry & Mach. Shop.
Kensington.....	.....	Planing Mill.
Lumpkin.....	.....	Gold Mining.
Macon.....	Ga. South'n & Fla. R.R. Co.....	Machine Shops, etc.
Macon.....	Ga. Land & Lumber Co.....	Saw Mills, etc.
Macon.....	Georgia Water Co.....	Water Works.
Macon.....	Macon Gas Lt. & Water Co.....	Enlarge Water Works.
Macon.....	Central City Guano Co.....	Electric Light Plant.
Macon.....	Geo. J. Rolling Stock Co.....	Car Works.
Macon.....	A. Ullman.....	Whisky Distillery.
Macon.....	Macon Fertilizer Co.....	Fertilizer Factory.
Madison.....	Ga. Farmers' Oil & Fer. Co.....	Ice Fac'y & Add. Mch'y.
Marble Hill.....	Piedmont Marble Co.....	Marble Mill & Quarry.
Marietta.....	Marietta Ice Co.....	Ice Factory.
Marietta.....	Kennasaw Milling Co.....	Flour Mill.
Milledgeville.....	Milledgeville Oil & Fert. Co.....	Enlarge Works.
Milledgeville.....	S. Barrett, President.....	Steam Laundry.
Newnan.....	Reese & Turner.....	Planing Mill.
Newnan.....	McBride & Co.....	Mattress Factory.
Perry.....	W. E. Fuller.....	Steam Laundry.
Resaca.....	Fite & Boston.....	Planing Mill.
Richland.....	Teabrant Planing Mill & Variety Works.....	Variety Works.
Richland.....	Richland Carriage & Wagon Factory.....	Wagon Factory.
Rockmart.....	Rock, Land & Improve. Co.....	Mining, Manufact'g, etc.
Rome.....	J. A. George.....	Foundry & Mach. Shop.
Rome.....	Rome Brick & Bldg. Co.....	Brick & Sewer Pipe Wks.
Rome.....	Rome Cotton Tie Mfg. Co.....	Enlarge Plant.
Rome.....	Cld Distil d Brandy Trust.....	Distillery.
Savannah.....	Towers Excel's & Gin. Co.....	Excelsior Factory.
Savannah.....	Chatham Mfg. Co.....	Ice Fa'tory & Tannery.
Savannah.....	Mather & Batten.....	Steam Laundry.
Savannah.....	F. Argyle Brick & Lum. Co.....	Brick Yd. & Lum. Mill.
Savannah.....	Gorrie Ice Co.....	Increase Capacity.
Savannah.....	Southeastern Plaster Co.....	Plaster Factory.
Savannah.....	Liberty Mfg. Co.....	Manufacturing.
Savannah.....	Sav. Cold Storage, Ice & Beer Mfg. Co.....	Brewery & Ice Factory.
Tallahassee.....	Alliance Knitting Co.....	Knitting Mill.
Tallahassee.....	G. W. Henderson.....	Steam Laundry.
Tunnel Hill.....	Varner Land & Iron Co.....	Iron Mines, etc.
Vienna.....	Turlington & Codrington.....	Enlarge Saw Mill.
Wadley.....	Southern Lumber Co.....	Saw & Planing Mill.
Waycross.....	Satilla Mfg. Co.....	Electric Plant, Ice Fac- tory & Add. Mch'y.
Waycross.....	H. W. Wilson and others.....	Steam Laundry.
Waynesboro.....	Waynesboro E. Lt. Co.....	Electric Light Plant.
Waycross.....	Worth Lumber Co.....	Saw Mill.

KENTUCKY.

Ashland.....	Ashland Coal & Iron Co.....	Enlarge Mach. Shops.
Ashland.....	Ashland Metallic Paint Co.....	Add. Mixing Works.
Ashland.....	Ashland Steel Co.....	Steel Plant.
Ashland.....	Clinton Fire-brick Works.....	Brick Works.
Barboursville.....	Cumbe'd Beverage Wks.....	Syrup & Ice Factory.
Cloverport.....	Clo. Salt & Gas Well Co.....	Oil & Gas Wells.
Cloverport.....	Cresc at Soda & Salt Co.....	Soda Ash Works.
Covington.....	N. R. Brownstone Co.....	Stone Quarries, etc.
Covington.....	National Sulphur Co.....	Sulphur Works, etc.
Covington.....	Fla. Blue Rock Phos. Co.....	Phosphate Mines.
Covington.....	Southern Fla. Phos. Co.....	Phosphate Mines.
Covington.....	West India & Columbia Telephone Co.....	Telephone Line.
Covington.....	Nat'l Press & Mould Co.....	Press Fa'tory, etc.
Covington.....	Latinal Min. & Smelt. Co.....	Mining & Smelting.
Covington.....	N. R. Forgy's Mach. Co.....	Railroad Forging Wks.
Covington.....	Kan. Salt & Chem. Co., Lim.	Chemical & Salt Works.
Covington.....	N. V. Stand' Fuel Saver Co.....	Fuel Saver Plant.
Covington.....	Davidson Writ'g Mach. Co.....	Typewriter Factory.
Covington.....	Consol. Writing Mach. Co.....	Typewriter Factory.
Covington.....	Overman & Schrader.....	Twine Factory.
Covington.....	Robertshaw Brass Foundry Co.....	Brass Foundry.
Covington.....	.....	dry Co.
Covington.....	Citizens' El. Lt. & Pow. Co.....	Increase Capital Stock.
Dayton.....	Citizens' Elect. Light Co.....	Electric Light Plant.
Frankfort.....	Capital Gas & Elec. Lt. Co.....	Add. Machinery.
Fulton.....	Mayor & City Council.....	Water Works.
Glasgow.....	Glasgow Land & Imp. Co.....	Coal & Gas Bor'ng.
Grayson.....	George Stevens & Co.....	Stave Mill.
Henderson.....	Audubon Furniture Co.....	Furniture Factory.
Hickman.....	Hertweck, Baltzer & Co.....	Paint & Blksmith Shps.
Jackson.....	G. J. Little.....	Oil Well.
Lexington.....	Central Electric Co.....	Electric Plant.
Louisville.....	Geo. Lee & Co.....	Wood & Photo-Engra'g.
Louisville.....	Americo-Mexican Gold Mining Co.....	Mining.
Louisville.....	A. Beuther Furniture Co.....	Furniture Factory.
Louisville.....	Domestic Water Wks. Co.....	Water Works.
Louisville.....	Limestone Real Estate Building Material Fac- tory & Land Co.....	Building Material Fac- tory, etc.
Louisville.....	Louis. Cider & Ving. Wks.....	Cider & Vinegar Fac.
Mayville.....	January & Wood Co.....	Enlarge Cotton Mills.
Mayville.....	.....	Enlarge Laundry.
Mayville.....	Dahl-nega Gold Min. Co.....	Gold Mines.
Mayville.....	Mayav. Street Railway Co.....	Electric Plant.
Mayville.....	Limestone Coopers Co.....	Barrel Factory, etc.
Middlesboro'gh.....	Middlesboro'gh Water Co.....	Water Works.
Middlesboro'gh.....	Mid. Brick & Tile Mfg. Co.....	Enlarge Works.
Middlesboro'gh.....	Mid. Mattress & Excel Co.....	Mattress Factory.
Middlesboro'gh.....	Garnick Fire-brick Co.....	Increase Capital.
Middlesboro'gh.....	Novelty Wood Wks.....	Woodworking Factory.
Middlesboro'gh.....	Stevens & Scanlan.....	Rock Quarry.
Mt. Sterling.....	Mid'd Cy. Land & Imp. Co.....	Mining, Manufact'g, etc.
Newport.....	Elec. Protector & Spec. Co.....	Electrical Works.
Newport.....	C. R. Smith Plating Co.....	Plating Works.
Olive Hill.....	Ky. Fire-brick Mfg. Co.....	Fire Brick Works.
Owensboro.....	Owensb. Brick & Tile Co.....	Brick & Tile Works.

MANUFACTURERS' RECORD.

LOCATION.	NAME.	BUSINESS.	LOCATION.	NAME.	BUSINESS.	LOCATION.	NAME.	BUSINESS.
Peach Orchard.	Great Western Mining & New Machinery, at Coal		Bryson City.	E. G. Coffin & Co.	Insulator Factory.	Sumter.	Sumter Ice Mfg. Co.	Ice Factory.
Shelbyville.	Shelby Improvement Co.	Mines.	Burgaw.	E. M. Johnson.	Saw Mill.	Timmerman.	G. P. Seigler.	Flour Mill.
Somers.	Water Works.		Cane Creek.	Cane Creek Quarry Co.	Quarry.	Union County.	Lockhart Mfg. Co.	Cotton Factory.
Taylorsville.	McCroskin & Co.	Enlarge Flour Mill.	Cary.	Marcom Cooke & Co.	Carriage Factory.	Walhalla.	C. Mayhew.	Quarries.
LOUISIANA.			Cary.	North Carolina Plow Co.	Enlarge Factory.	Yorkville.	York Granite Co.	Granite Quarries.
Alexandria.	Alexandria Pub. Co.	Lim. Publishing.	Charlotte.	A. T. Schmid Co.	Oil Mills Factory.	Yorkville.	Carolina Buggy Co.	Increase Capital.
Baton Rouge.	Baton Rouge Pub. Co.	Lim. Publishing.	Charlotte.	Char. Electric Light Co.	Enlarge Works.	TENNESSEE.		
Bermuda.	A. L. Frudhomme.	Cotton Gin.	Charlotte.	T. T. McCard.	Marble Works.	Blountville.	J. L. Cox.	Iron Mine.
Berwick.	John N. Pharr.	Sugar Houses.	Charlotte.	Queen City Shoe Co.	Shoe Factory.	Bristol.	W. H. Snarger.	Enlarge Cotton Factory.
Brusly Land.	g. Sinclair Sugar Factory	Improved Works.	Charlotte.	W. E. Worth & Co.	Ice Factory.	Bristol.	J. B. Dowden.	Grate Factory.
Campiti.	W. D. Simpkins.	Enlarge Saw Mill.	Clinton.	Stewart & Hines.	Enlarge Lumber Mill.	Bristol.	Brist. Pioneer Steel Plant	Rolling Mills & Iron
Cane Ridge.	Mayberry Bros. & Co.	Saw Mill.	Creston.	N. J. Lillard.	Enlarge Wagon Fact'y.	Bristol.	Rolling Mill Co.	Furnaces.
Conway.	J. A. Edwards.	Saw Mill.	Durham.	W. A. Guthrie and others.	Coal Mine.	Bristol.	Buffam & Co.	Enlarge Planing Mill.
Covington.	Covington Pottery Co.	Pottery.	Durham.	Educator Publishing Co.	Publishing.	Cardiff.	Cardiff Coal & Iron Co.	Iron Furnace.
Farmerville.	D. Arrau.	Enlarge Saw Mill.	Durham.	Trinity College.	Laundry & Mach. Shops.	Cardiff.	Rutan & Frazee.	Planing Mill.
Farmerville.	Farmerv. Mfr. & Bank Co.	Enlarge Saw Mill.	Durham.	W. D. Price, Sons & Co.	Machinery.	Chattanooga.	Press Printing Co.	Publishing.
Farmerville.	W. P. Chandler.	Add. Ice Factory.	Durham.	American Tobacco Co.	Enlarge Factory.	Chattanooga.	North Chatt. Engine Co.	Engine Works.
Monroe.	Onachita Mill & Mfg. Co.	Brick Works.	Durham.	W. J. Wyatt.	Sorghum Works.	Chattanooga.	Farrell Electric, Heat.	Electric Plant.
Monroe.	Monroe Brick Co.	Brick Works.	Durham.	W. A. Guthrie and others.	Develop Stone Quarry.	Chattanooga.	Steam & Light Co.	Electric Plant.
Natchitoches.	Red River Hedge Co.	Her. Fence Factory.	East Durham.	Durham Cotton Mfg. Co.	Enlarge Mill.	Chattanooga.	Gibson Agricult'l Works.	New Machinery.
New Orleans.	Southern Watch & Jew.	Watch & Jewelry Fact'y.	Elizabeth City.	Albermarle Lumber Co.	Add. Machinery.	Chattanooga.	Southern Mfg. Co.	Machine Shop.
New Orleans.	St. Martin's Oil Wks.	Lim. Oil Mill etc.	Everett's.	Martin Cnty Lumber Co.		Chattanooga.	Casey Boiler Mfg. Co.	Add. Machinery.
New Orleans.	Standard Cot. & Oil Co.	Oil Mill.	Fayetteville.	Carolina Roller Mills & Add. Machinery.		Chattanooga.	Consumers' Ice Co.	Ice Factory.
New Orleans.	Jackson Brewing Co.	Brewery.	Fayetteville.	Supply Co.	Machine Shops.	Chattanooga.	G. O. Ides.	Stove Factory.
New Orleans.	N. L. Mfg. Co., Limited.	Clothing Factory.	Flat Rock.	Mt. Airy Granite Co.	Increase Capital.	Chattanooga.	Chattanooga Mch. Co.	Machine Shop.
New Orleans.	L. Italo-American Print	Increase Capital.	Gibsonville.	Eureka Mill Co.	Flour Mill.	Chattanooga.	Loomis & Hart Mfg. Co.	Electric Light Plant & Furniture Factory.
New Orleans.	Electrical Safety Railw'y	Switch Factory.	Goldsboro.	John Pate.	Canning Factory.	Chattanooga.	Davis Manufacturing Co.	Candy Factory.
New Orleans.	Switch Co., Limited.	Switch Factory.	Goldsboro.	Argus Knitting Mills.	Knitting Mill.	Chattanooga.	Chattanooga Pottery Wks.	Pottery.
New Orleans.	La. & Ala. Coal & Coke	Coal Mining.	Graham.	Sidney Cot on Mills.	Enlarge Mills.	Chattanooga.	News Publishing Co.	Enlarge Works.
New Orleans.	Algiers Brewing Co.	Brewery.	Greensboro.	Greensb. Furniture Co.	Furniture Factory.	Chattanooga.	Chattanooga Brewery	Ice Factory.
New Orleans.	Independent Brewing Co.	Brewery.	Greensboro.	L. C. Wolkens Corporat'n	Electric Plant, Water	Chattanooga.	Montague & Co.	Enlarge Brick Works.
New Orleans.	Crescent City Ice Co.	Enlarge Works.	Greensboro.	Greensb. Female College.	Electric Light Plant.	Chattanooga.	Stan'd Pressed Brick Wks.	Brick Works.
New Orleans.	J. P. Sarrazin Tobacco Co.	Increase Capital.	Greensboro.	Cane Creek Quarry Co.	Quarry.	Chattanooga.	Clarksville.	Snuff Factory.
New Orleans.	Gulf Wire Mill Co.	Enlarge Works.	Haw River.	H. W. Cobb.	Tobacco Factory.	Chattanooga.	Gracey-Woodward Iron Co.	Iron Furn. & Mac. Shop.
New Orleans.	Louisiana Ice Co.	Ice Factory.	Henderson.	Thos. M. Holt.	Flour Mill.	Chattanooga.	W. A. Settle.	Enlarge Brick Yard.
New Orleans.	Radam's Mch'ry Killer Co.	Medicine Factory.	Henderson.	J. B. Owen.	Tobacco Pr. zery.	Cleveland.	Cleve. St'm Flour Mill Co.	Flour Mill.
New Orleans.	F. Co. Man Building Spec.	Terry Cotta Works.	Henderson.	Shocco Springs Co.	Bottling Works.	Columbia.	Colum. Marble & Mfg. Co.	Marble Works, etc.
New Orleans.	U. S. Light & Heat Co.	Machine Works.	Henderson.	Louis Ginter.	Factory.	Cumberland.	Cumberland Lands, Lim.	New Town.
New Orleans.	American Fibre Co.	Machine Works.	Kinston.	W. J. Jenkins.	Knitting Factory.	Cumberland.	Gap Cumb. Gap Ice Co.	Ice Factory.
New Orleans.	La. Ice Mfg. Co.	Beef Refrigerator.	Leatherman.	Sink & Hine.	Saw Mill.	Dayton.	Dayton Coal & Iron Co.	Improve Furnace.
New Orleans.	La. Electric Light Co.	Enlarge Plant.	Madison.	Idler Gold Mining Co.	Gold Mining.	Dayton.	Dayton Ice Co.	Ice Factory.
New Orleans.	N. Orls. Agricultural Wks.	Implement Works.	Marion.	West. N. C. Iron & Stone	Stone Quarry.	Dayton.	W. C. Gardenhire and oth	Panining Mill.
Paine'tville.	Dugas & LeBlanc.	Improve Sugar Mill.	Marion.	Long Island Cotton Mills	Enlarge Cotton Mill.	Dyersburg.	W. P. Hall Mfg. Co.	2 Dry Kilns.
Plaquemine.	Plaquemine Ice & Cold	Ice Factory.	Monroe.	J. T. Helms and others.	Furniture Factory.	Dayton.	Dayton Railway Land &	Brick Yard.
Plaquemine.	Storage Co.	Sugar House.	Monroe.	S. R. Collett and others.	Oil Mill.	Dunlap.	Dun. Coal, Iron & Ry. Co.	Coal & Iron Mines.
Port Hudson.	W. S. Slaughter & Co.	Brick Yard.	Monroe.	C. W. Laney.	Gold Mine.	Embreeville.	Embreeville Iron Co.	Iron Furnace.
Rayville.	Richard Mfg. Co.	Cot. Gin, Ice Fact'y, etc.	Monroe.	N. C. Granite Co.	Granite Quarries.	Gallatin.	Tenn. Hub & Spoke Fact. Hub & Spoke Factory.	
Ruston.	Louisiana Compress Co.	Cotton Compress.	Morgantown.	William Beal.	Talc Mines.	Gallatin.	Gallatin Cotton Mill.	Enlarge Mill.
Shiloh.	A. J. & W. S. Farrar.	Cotton Gin.	Murphy.	E. H. & J. A. Meadows Co.	Fertilizer Factory.	Greenville.	W. F. Lane and others.	Tobacco Factory.
Shiloh.	Barum & McCullen.	Gin & Grist Mill.	New Berne.	Greenbaum Bros. of	Oyster Canning Factory.	Greenville.	J. H. Doughty.	Brick Yard.
Shiloh.	Neal Key.	Grist & Saw Mill & Cot.	Oxford.	Seaford, Del.	Knitting Mill.	Harriman.	Lookout Iron Co.	Enlarge Rolling Mill.
Shiloh.	T. H. Land.	Gin & Saw Mill.	Oxford.	T. W. Winston.	Enlarge Factory.	Harriman.	Harriman Tack Co.	Tack Factory.
Shreveport.	Whited, Wheelless & Wil.	Planing Mill.	Raleigh.	Aggricultural & Mechan- ical College	Canning Factory.	Harriman.	Cumberland Mfg. Co.	Sash, Door & Blind Fac.
Spearsville.	W. J. Pickens.	Add. Saw Mill.	Raleigh.	Raleigh Paper Mills.	Enlarge Paper Mill & Increase Capital.	Jackson.	G. M. Stanley.	Gold Mine.
Weldon.	J. M. Odona.	Grist Mill & Cot. Gin.	Raleigh.	Raleigh Plate Ice Co.	Operates Old Factory.	Johnson City.	J. T. Ham & Co.	Bottling Works.
MARYLAND.			Reidsville.	Whitsett & Law.	Cigar Factory.	Johnson City.	Harris-Weaver Building	Planing Mill.
Aberdeen.	J. C. Fisher and others.	Chair Factory.	Rutherfordton.	Idler Gold Mining Co.	Gold Mines.	Johnson City.	J. & Mfg. Co.	Trousers Factory.
Annapolis.	Annapolis Publishing Co.	Publishing.	Salisbury.	Salisbury Cotton Mills.	Inc. Cap'l, Enlarge Fac.	Johnson City.	Jeans Clothing Mfg. Co.	Trousers Factory.
Baltimore.	Maryland Electric Co.	Electric Light Plant.	Salisbury.	Peacock & Barrier.	Shuttle Back Factory.	Johnson City.	Johnson City Marble Co.	Marble Works.
Baltimore.	Volta Electric Battery Co.	Electric Works.	Scotland Neck.	J. B. Dunn.	Add. Saw Mill Machin'y.	Kingston.	Kingston Lumber Mfg. Co.	Planing Mill.
Baltimore.	Balto. Pearl Hominy Co.	Hominy Mill.	Southport.	Southport Lumber Co.	Lumber Mill.	Knoxville.	Knoxville Tobacco Co.	Tobacco Factory.
Baltimore.	Chesapeake Const'n Co.	Mn. Manufactures, etc.	S. Washington.	B. Croom.	Grist Mill & Gin.	Knoxville.	Coral Reef Marble Co.	Marble Quarry.
Baltimore.	Md. Bolt & Lock Nut Co.	Bolt & Nut Factory.	Tarboro.	Tarboro Oil Mills.	Increase Capacity.	Lawrenceburg.	M. Sells.	Cigar Factory.
Baltimore.	Strasser Mfg. Co.	Tool Factory.	Thomasville.	J. A. Kennedy.	Enlarge Flour Mills.	Lawrenceburg.	Smithdale Iron Co.	Barrel Factory.
Baltimore.	J. S. White & Co.	Block Factory.	Turnersburg.	Stimpson & Steele.	Cotton Factory.	Lawrenceburg.	W. T. Hughes and others.	Iron Furnace.
Baltimore.	Ries Elec. Traction & Brake Co.	Increase Capital.	Wadesboro.	Wadesboro Cotton Mills.	Cotton Factory.	Lawrenceburg.	A. Pierce.	Tobacco Factory.
Baltimore.	Jour. of Comm'ce Pub. Co.	Increase Capital.	Washington.	E. T. Stewart.	Machine Shop.	Loudon.	Loudon Quarry Co.	Marble Quarry.
Baltimore.	Townsend Marine In- vention Co.		Weldon.	Roanoke Water Power & Navigation Co.	Grain Elevator.	Loudon.	Loudon Lumber Co.	Planing Mill.
Baltimore.	Joseph S. Johnson Co.	Twine Factory.	Weldon.	Weldon Brick, Land & Improvement Co.	Brick Works.	Loudon.	Stand'd Marble & Stone Co.	Quarries.
Baltimore.	Patapsco Flint Mill Co.	Flint Mill.	Williamston.	J. C. Williams and others.	Furniture Factory.	Luttrell.	Luttrell Town Co.	Brick Yard & Excel. Fac.
Baltimore.	American Plos. Co.	Chem. & Superphos. Fac.	Wilmington.	Edmunds & Gilmer.	Tobacco Factory.	Martin.	East Tenn. Art Wood- Finishing Co.	Woodworking Factory.
Baltimore.	Edwin Bennett Pottery Co.	Pottery.	Winston.	Edmunds & Gilmer.	Tobacco Factory.	Memphis.	Ky. Central Railroad Co.	Grain Elevator.
Baltimore.	Baltimore Globe Co.	Publishing.	Winston.	Griffith & Bohannon.	Tobacco Factory.	Memphis.	Consumers' Mutual Ice & Cold Storage Co.	Ice Factory.
Belair.	Peach Bottom Slate Co.		Winston.	F. J. Sprague and others.	Ice Factory.	Mossy Creek.	Edes, Mixer & Heald	Zinc Works.
Brunswick.	Baltimore & Ohio R. R. Co.	Machine Shop.	SOUTH CAROLINA.			Nashville.	Fish Shirt Factory & Steam Laundry.	Improve Works.
Catoctin.	L. R. Waesche.	Iron Mine.	Abbeville.	Abbeville Mfg. Co.	Sash, Door & Blind Fac.	Nashville.	Hauck Brewing Co.	Bottling Works.
Cambridge.	Dieterich & Clark.	Water Works.	Abbeville.	Abbeville Oil & Fert. Co.	Cotton Ginney.	Nashville.	Nashville Packing Co.	Packin'g House.
Cambridge.	Cambridge Ice Co.	Ice Factory.	Aiken.	Pine Cloth & Fibre Mfg. Co.	Double Bagging Facy.	Nashville.	Southern Soda Works.	Soda Works.
Calvary.	James Webster.	Reynolds Flour Mill.	Anderson.	Anderson Gin'y & Mfg.	Ginney, Fert. Factory & Oil Mill.	Nashville.	Liberty Mills.	Flour Mill.
Easton.	Easton Mfg. Co.	Increase Capital.	Anderson.	Peoples Laundry Co.	Steam Laundry.	Ooltewah.	Chattanooga Powder Co.	Powder Mill.
Easton.	R. B. Dixon, Prest.	Ice Factory.	Anderson.	Peoples Advocate Co.	Publishing.	Pikeville.	Chafer & Walter.	Rock Quarries.
Easton.	Isaac A. Barber.	Corn & Feed Mill.	Anderson.	Anderson Hotel Co.	Electric Light Plant.	Rives.	E. B. Chester.	Handle Fac. & Saw Mill.
Childs.	Childs Shoe Mfg. Co.	Shoe Factory.	Anderson.	Enterprise Furniture Co.	Furniture Factory.	Rockwood.	Watkin Planing Mill.	Planing Mill.
Cumberland.	Republican Publishing Co.	Publishing, etc.	Anderson.	Barnwell Steam Laundry		Sequatchie.	Seq. Water Works Co.	Water Works.
Elkton.	Singerly P'p & Paper Wks.	Paper Mill.	Barnwell.	Cherokee Mfg. Co.	Increase Capital.	Sequatchie.	Seq. Furniture Mfg. Co.	Furniture Factory.
Federalburg.	Brown & Davis.	Flour Mill.	Blackburg.	J. W. Seacrest.	Garnet Mines.	Simmon's Bluff.	Bennett & Castleman.	Flour Mill.
Frederick.	Frederick Ice Co.	Ice Factory.	Blackburg.	Black Stocks Mfg. Co.	Oil Mill, etc.	So. Pittsburg.	Coleman Rolling Mill Co.	Rolling Mill.
Frederick.	Fred'k Cy. Hygeia Ice Co.	Ice Factory.	Charleston.	Palmetto Pharmacy Co.	Soda Water Factory.	So. Pittsburg.	Pitts. City Water Co.	Enlarge Works.
Frederick.	Frederick City Mfg. & Development Co.	Manufactures, etc.	Charleston.	Hertz, Warren & Bady.	Phosphate Mines.	Sth. Watauga.	C. F. Camp, of Williams	Saw Mill.
Hagerstown.	Hag. Window Glass Co.	Glass Factory.	Charleston.	Lucas & Richardson Co.	Env. & Paper Bag Fac.	Sweetwater.	Sweetwater Woolen Mills.	Enlarge Woolen Mill.
Hagerstown.	Cranford & Co.	Bicycle Factory.	Charleston.	Emerson Car Co.	Manufacturing.	Union City.	B. H. Bransford.	Spoke Factory.
Hagerstown.	Unferm-nted Wine Co.		Charleston.	Emerson Laundry & Ma- chinery Co.	Laundry Mach'y Wks.	West Point.	West Pt. Min. & Mfg. Co.	Ore Beds.
Hagerstown.	Rock Mineral Paint Co.	Paint Mill.	Charleston.	John Bayer & Son.	Ice Factory.	Winchester.	G. L. Hogen & Co.	Electric Light Plant & Water Works.
Laurel.	M. W. Chollar.	Electric Light Plant.	Charleston.	Cheraw Iron Works.	Increase Capital.	TEXAS.		
Motters.	J. M. Fisher.	Enlarge Carriage Fac.	Chester.	Moffat Mfg. Co.	Iron Foundry & Enlarge Water Works.	Abilene.	Abilene Chair & Mattress	Chair & Mattress Fac.
Oakland.	Oak Elec. Lt. & Pow. Co.	Electric Light Plant.	Darlington.	Darlington Water Wks. Co.	Water Works.	Aubrey.	J. G. Powledge.	Add. Cotton Gin.
Pocomoke City.	Poc. City El. Lt. & Pow. Co.	Electric Light Plant.	Edgefield.	Edgefield Gin & Mill Co.	Electric Light Plant.	Aubrey.	Caddell Bros.	Add. Cotton Gin.
Ridgely.	J. S. Ober, Prest.	Canning Factory.	Florence.	Florence Steam Laundry	Laundry, Canning & Candy Factory.	Bastrop.	J. J. Hayslip and others.	Cotton Factory.
Snow Hill.	Sn. Hill El. Lt. & Pow. Co.	Enlarge Plant.	Florence.	L. O. Jones.	Steam Laundry.	Belton.	Bryan Water, Ice & Elec.	Electric Light Plant.
St. Michael's.	Isaac A. Barber.	Corn & Feed Mill.	Florence.	Florence Oil Co.	Add. Fert. Mixer.	Bryan.	Light Co.	Electric Light Plant.
Texas.	Md. Marble, Lime & Im- provement Co.	Stone Quarries.	Florence.	Florence Tobacco Co.	Tobacco Factory.	Berclair.	Theo. Lutenbacher.	Gin'y, Grist Mill & Elev
Wash'n.	D. C. Farmers' N'spaper Al'nce.	Publishing.	Fort Mill.	White, Springs & Co.	Cotton Gin.	Bowie.	Nawaltney & Co.	Coal Mines.
Wash'n.	D. C. C. C. Walters.	Carrriage Factory.	Gaffney City.	T. G. McGraw.	Brick Yard.	Brazos.	Zearing & Ingalls.	Cotton Ginney.
Wash'n.	D. C. G. E. Lemon.	Printing Office.	Gaffney City.	N. Wood, Prest.	Lime Works.	Buda.	Buda Milling & Gin. Asso.	Grist Mill & Gin.
Wash'n.	D. C. Ivy City Brick Co.	Brick Works.	Graniteville.	W. A. & J. P. Edwards.	Underwear Factory.	Collinsville.	Farmer's Alliance Gin & Mill Asso.	Gin & Grist Mill.
Westminster.	N. J. Gorsuch & Son.	Cooper Shop.	Graniteville.	J. A. Stohari and others.	Clay Beds.	Cuero.	Cuero Oil Co.	Electric Light Plant.
MISSISSIPPI.			Graniteville.	Southern Kaolin Co.	Kaolin Mines.	Cuero.	Cuero Cotton-seed Oil & Mfg. Co.	Oil Mill.
Bay St. Louis.	Gulf Coast Ice & Mfg. Co.	Ice Factory.	Greenville.	The Camperdown Cot.	Add. Machinery.	Dallas.	Southern Distilling Co.	Distillery.
Booneville.	Booneville Canning Co.	Canning Factory.	Greenville.	Lanneau Mfg. Co.	Enlarge Cotton Factory.	Dallas.	University Plow & Imp. Co.	Plow Factory.
Bydalla.	Kirby & Son.	Gin & Grist Mill.	Greenville.	Paris Mountain Water Co.	Water Works.	Dallas.	Perry Brown Mfg. Co.	Manufactures.
Canton.	Canton Cotton Comp. Co.	Cotton Compress.	Hinsdale.	Isham Hinsdale.	Brick Yard.	Dallas.	Ford Bros. Pub. Co.	Publishing.
Estabatchie.	Leaf River Lumber Co.	Enlarge Saw Mill.	Latia.	Floyd & Gardner.	Brick Yard.	Dallas.	Dallas Electric Co.	Electric Works.
Greenville.	Green Elev. & Wareh'se Co.	Grain Elevator.	Laurens.	Laurens Oil & Fert. Co.	Increase Capital.	Dallas.	Perry Brown Mfg. Co.	Spark Arrester Factory.
Greenville.	Joseph Davies.	Cotton Ginney.	Laurens.	E. H. Wilkes and others.	Furniture Factory.	Dallas.	Dallas Ice Factory.	Increase Capacity.
Handsboro'gh.	H. Lienhard.	Brick Works.	Lawrence.	Lawrence Oil & Fert. Co.	Oil Mill & Fert. Fac.	Dallas.	Dallas Caranal Coal & Mining Co.	Mining.
Meridian.	Meridian Drug Co.	Medicine Factory.	Lexington.	W. J. Assman.	Cotton Gin.	Denison.	Houston & Texas Cen. R. R. Co.	Stone Quarry.
Moss Point.	A. Blumer & Sons.	Spoke, Hub & Handle Factory.	Marion.	Marion Oil Co.	Grist Mill & Cotton Gin.	Denison.	Feld Heim Brewing Co.	Bottling Works.
Moss Point.	Pascagoula Lumber Co.	Enlarge Lumber Mill.	Orangeburg.	Orang. El. Lt. & Pow. Co.	Electric Light Plant.	Denison.	Denison Crystal Ice Fac.	Enlarge Factory.
Natchez.	Lee Oil Works.	Pipe Line.	Pacolet.	Pacolet Mfg. Co.	Gin, Grist & Lumber Mill.	Dublin.	Dublin Canning & Mfg. Co.	Canning Factory.
Nevada.	Parrish Electric Light	Electric Plant.	Pleasant Hill.	J. S. Stevenson.	Saw Mill.	El Paso.	International Smelting Co.	Coal Mine.
Port Gibson.	R. C. Kelley and others.	Ice Factory.	Rock Hill.	J. W. Westerlund.	Distillery.	El Paso.	J. F. Berry.	Saddlery.
Vicksburg.	Onelette-Curphy Lum- ber Mfg. Co.	Lumber Mill, etc.	Spartanburg.	Spartanburg Gas, Elec- tric Light & Power Co.	Increase Capital.	El Paso.	McCormick Cotton Seed Delinco Co.	Factory.
Walhall.	Samuel Cooke.	Publishing, etc.	Spartanburg.	Spartanburg Pub. Co.	Publishing.	Fannin.	B. Goff.	Enlarge Cotton Gin.
NORTH CAROLINA.			Spartanburg.	Beard & Son.	Foundry & Mach. Shop.	Fort Worth.	Moore Iron Works.	Iron Works.
Asheville.	People's Light, Heat & Power Co.	Electric Plant.	Spartanburg.	Morgan Iron Works Co.	Iron Found'y, Mac. Shops, Woodworking Factory & Clay Wk'g Mach'n'y.	Fort Worth.	Texas Brewing Co.	Brewery.
Asheville.	W. E. Logan.	Enlarge Flour Mill.	Spartanburg.	Spartanburg Oil Co.	Electric Light Plant.	Fort Worth.	Ballance & Jaus.	Stone Mill.
Asheville.	Carolina Woodwork'g Co.	Woodworking Factory.	Sumter.	Sumter Comp. & Ware- house Co.	Cotton Compress.	Frost.	Suttle & Scarbrough.	Ice Fac. & Water Wks.
Asheville.	Ash. Nat. Gas & Min. Co.	Gas Wells, etc.						
Bryson City.	Arthur & Lipscomb.	Insulator Factory.						

LOCATION.	NAME.	BUSINESS.
Galveston	Island City Mfg. Co.	Phonographic Appl'ce.
Galveston	Galveston Tinware Co.	Tinware Factory.
Gatesville	Gatesville Water Sup. Co.	Water Works.
Garrison	G. F. Arnold, of Hous-	Brick & Pipe Works.
Gonzales	Sunset Brick & Tile Co.	Brick Works.
Granbury	Anderson & Day	Ice Factory.
Greenville	Greenville Compress & Tie	Cotton Compress & Tie
Hatchie	W. E. Pipkin	Grist Mill & Gin.
Henrietta	Henrietta Imp. & Water Co.	E. L. Plant & W. Wks.
Henrietta	Pastoria Print. & Lith. Co.	Lithographing, etc.
Houston	J. G. & C. H. Hutchins	Planing Mill.
Houston	Houston Water Wks. Co.	Increase Capital.
Houston	Southern Pacific Co.	Creo-ot'ng Works.
Houston	Texas Bld'g & Mfg. Co.	Car Wks. & House Fac.
Hempstead	Chas. Armstrong & others.	Oil Mill.
Houston	S. T. Gilmore	Cider Factory.
Jefferson	Mandy & Pratt	Saw Mill.
Kilgore	W. P. Martin, Jr.	Saw & Planing Mill.
Lancaster	Lancaster Rolling Mill Co.	Rolling Mill.
Llano	Iron City News Printing	Lithographing, etc.
Llano	Llano Improvement Co.	Increase Capital.
Lodi	Dunn, Wurtsbaugh & Rand.	Saw & Planing Mill.
Marble Falls	Texas Mining & Imp. Co.	New Machinery.
Marshall	Marshall Mfg. Ass'n	Woolen Mill.
Mason	Mason Milling & Ginning	Flour Mill.
Mason	Mfg. Co.	Flour Mill.
Marble Falls	Marble Falls Ferry Co.	Increase Capital.
Marble Falls	Marble Falls Mfg. Ali.	Bagging Factory.
McGregor	Johnson & Kirkpatrick	Cotton Gin.
Orange	D. R. Wingate Lumber Co.	Lumber Mill.
Palestine	Palestine Water Co.	Enlarge Works.
Paradise	A. D. Jones	Cotton Gin.
Prospect	A. Kiesel & Co.	Cotton Gin.
Quannah	Quannah Water, Ice & E.	Water Works.
Robinson	S. R. Wilkinson	Cotton Gin.
Rusk	Wicks & Holcombe	Shingle M. I.
Sabine County	Sabine Land & Min. Co.	Salt Well.
San Angelo	Titus Mach. & Tool Co.	Salt Well.
San Antonio	San Antonio Gas Co.	Remodel Electric Plant.
San Antonio	San Antonio Paint Mfg. Co.	Paint Works.
San Antonio	Alimo Pottery Co.	Rebuild Plant.
San Antonio	Union Slaughter-house Co.	Abattoir.
San Antonio	S. N. Antonio Builders'	Sash, Door & Blind Fac.
San Antonio	Supply Co.	Sash, Door & Blind Fac.
San Antonio	Titus Machine & Tool Co.	Salt Wells.
San Marcos	San Marcos Stn. Laundry	Steam Laundry.
S. hulenburg	S. hulenburg Pub. Co.	Publishing.
Spring Branch	Williamson & Foudella	Broom Factory.
Temple	Temple Electric Light Co.	Electric Light Plant.
Tertell	Tertell Electric Light Co.	Electric Light Plant.
Texarkana	Mayor & City Council.	Improve Gas Works.
Tyler	Norwood & Swan	Fertilizer Factory.
Tyler	Norwood & Swan	Furniture Factory.
Tyler	Texas Log. & Lumb. Co.	Lumber Mill, etc.
Tyler	Simons & Brown	Ice Factory.
Waco	Waco Ice Mfg. Co.	Ice Factory.
Waco	Citizens' Railway Co.	Electric Plant.
Waringford	A. Ruff, Jr.	Cotton Gin.
Weatherford	Texas Coal & Fuel Co.	Coal Mines.
Wolfe City	Wolfe City Oil Co.	Increase Capacity.

VIRGINIA.

Alexandria	Va. & Ky. Coal & Min. Co.	Coal Mines.
Alexandria	Erwin Land & Iron Co.	Coal Mines.
Alexandria	Nat. Min. & Lumber'g Co.	Lumber Mill, etc.
Alexandria	N. V. Electric Device Co.	Electrical Works.
Alexandria	Equitable Electric Co.	Electrical Works.
Alexandria	Pan-Diamond Saw Co.	Saw Works.
Allisonia	Forney Mining Co.	Iron Mines.
Allisonia	Reed Island Boom, Land	Saw Mill, etc.
Atlas	A. Reeves & Son	Enlarge Flour Mill.
Basic City	Basic City Match Co.	Match Factory.
Basic City	Basic City Lumb. & Coal Co.	Sash, Door & Blind Fac.
Bedford City	S. H. Markley	Knitting Mill.
Bedford City	Marable & McClurdy	Planing Mill, etc.
Bedford City	Stanton Building Co.	Building Material Fcty.
Berkley	Farmers' Mfg. Co.	Barrel Factory.
Berryville	Berryville Water Co.	Water Works.
Blacksburg	R. T. Ellett, Prest.	Marble Quarries.
Bolling	Whispering Valley Co.	Mining, Mfg., etc.
Buchanan	Belmont Milling & Power Co.	Enlarge Flour Mill.
Buena Vista	A. K. Rarig, Prest.	Boiler & Engine Works.
Buffalo Gap	Elliott's Knob, Iron	Mining & Mfg.
Burkeville	W. E. Gaines	Heating & Lath Fcty.
Charlottesville	J. R. Emsley, of Phil. Pa.	Woolen Mill.
Charlottesville	Monticello Medicine Co.	Medicine Factory.
Chase City	Finch & Emory	Saw Mill & Stave Fac.
Chase City	T. E. Roberts	Tobacco Factory.
Clifton Forge	F. F. Fong Wool'n Mls. Co.	Cotton Mill.
Cool Well	W. J. Cash	Flour Mill.
Crewe	Crewe Land & Imp. Co.	Manufactures, etc.
Crewe	Crewe	Shuttle Block Factory.
Crewe	Crewe	Spoke & Handle Fcty.
Culpeper	Absalom Baird, of Wash-	Blind Factory.
Danville	Riverside Cotton Mills	Cotton Mill.
Elkton	R. T. Horne and others	Fertilizer Factory.
Farmville	Farmville Auto Car C'p	Car Coupler Factory.
Farmville	Farmville Mills	Remodel Mills.
Fishersville	Kinney & Ferry	Iron Mines.
Fort Defiance	A. Cline & Co.	Flour Mill.
Front Royal	Front Royal & Riverton	Knitting Factory.
Front Royal	Improvement Co.	Knitting Factory.
Front Royal	Stephen Harnsberg	Publishing.
Front Royal	Fauquier County parties	Brick & Tile Works.
Front Royal	Philadelphia (Pa.) parties	Furniture Factory.
Front Royal	Massachusetts parties	Planing Factory.
Glasgow	Lawrence Iron Works	Iron Works.
Glasgow	H. Jordan	Brick Yard.
Glasgow	N. S. & A. C. Whitman	Stove Works.
Glen Wilton	A. M. Walkup	Cement Mining.
Gordonsville	Piedmont Mfg. Co.	Broom & Canning Fac.
Goshen	Goshen Rolling Mill Co.	Rolling Mill.
Goshen	Gosh. City Brick Mfg. Co.	Brick Works.
Goshen	Keystone Machine Co.	Machine Works.
Graham	Grah. Transparent Ice Co.	Ice Factory.
Graham	Graham Publishing Co.	Publishing.
Harrisonburg	Harris. Steam Pottery Co.	Pottery.
Iron Gate	W. H. Billhimer & Co.	Add Brick Machinery.
Lacey Springs	C. H. Nicholas	Flour Mill.
Lawrenceville	Law. Land & Improve. Co.	Elec. Light Plant, etc.
Leesburg	E. B. White & Bro.	Corn Mill.
Liberty Furn.	P. O. Colum	Liberty Iron Co.
Liberty Furn.	Liberty Iron Co.	Iron Furnace.
Luray	Luray Fndry & Plow Wks.	Foundry & Plow Fcty.
Luray	F. Henkle, Manager	Brick Works.
Luray	Luray	Woodworking Factory.
Luray	Luray Agricul. Imp. Wks.	Implement Factory.
Luray	Luray Mining & Minl. Co.	Iron & Manganese Mines
Lynchburg	Lynchburg Mfg. Co.	W. odenware Factory.
Lynchburg	Lynchburg Shoe Mfg. Co.	Shoe Factory.
Lynchburg	J. P. Bell Co.	Printing.
Lynchburg	Giamorgan Co.	Increase Capital.
Lynchburg	Lynchburg	Brick Works.
Lynchburg	Hill City Economy	Freezer Factory.
Lynchburg	Freezer Co.	Freezer Factory.
Lynchburg	Lynchburg Iron Co.	Repair Furnace.
Lynchburg	Crane's Nest Cl. & Iron Co.	Coal & Iron Mines.
Marion	Look & Lincoln	Wagon Factory.
Marion	Rye Valley Mining Co.	Mining.
Manchester	Mach. Terra Cotta & Brick	Brick & Terra Cotta
Manchester	Construction Co.	Works.
Mineral City	U. S. Chemical Works Co.	Acid & Phos. Works.
Mineral City	U. S. Chemical Works Co.	Acid & Phos. Works.

LOCATION.	NAME.	BUSINESS.
Mineral City	New Castle Water Co.	Tin Works.
Mineral City	New Castle Water Co.	Water Works.
New Ferry	C. E. Ballou	Flour Mill.
New Hope	V. B. Kerr	Improve Flour Mill.
Norfolk	Leonard Bush	Stained Glass Factory.
Norfolk	B. P. Sale	Peanut-Cleaning Fcty.
Norfolk	No-folk Mfg. Co.	Cotton Factory, etc.
Norfolk	Norfolk Milling Co.	Flour Mill.
Petersburg	Mitchell Mfg. Co.	Pub., Stationery Fcty.
Petersburg	Great Falls Water Power	Pub., Stationery Fcty.
Petersburg	Mig. & Improve. Co.	Pub., Stationery Fcty.
Petersburg	Plummer, Bain & Co.	Enlarge Knitting Mill.
Petersburg	Seward Tin Works Co.	Tinware Factory.
Pulaski City	Pierce Investment Co.	Develop Stone Quarry.
Pulaski City	Advertiser Co.	Publishing, etc.
Pulaski City	Pulaski News	Publishing, etc.
Pulaski City	Stone & Robinson	Flour Mill.
Pulaski City	Stone & Robinson	Planing Mill.
Radford	J. N. Landenberg	Knitting Mill.
Radford	Townsend-Hoopes Mfg. Co.	Rolling Mill, etc.
Radford	Virginia Ice Co.	Ice Factory.
Radford	Radford Water & Light Co.	Electric Light Plant.
Richlands	Richlands Tube Works	Pipe Works.
Rippledale	D. W. Mason	Iron Mines.
Richmond	Gaston Mineral Co.	Mining & Manufactures.
Richmond	Marion Marble & Min'l Co.	Quarries.
Richmond	Darley Park Brewing Co.	Bottling Works.
Richmond	Traylor Electrical Co.	Electrical Works.
Richmond	Times Publishing Co.	Enlarge Works.
Richmond	Allen & Ginter	Add Machinery.
Richmond	Everett Wadley Co.	Publishing, etc.
Richmond	Va. Steel, Iron & Slate Co.	Iron Mines, etc.
Richmond	Waddell Electric Rail	Elec. Railway Signal.
Richmond	way Signal Co.	Elec. Railway Signal.
Richmond	Southern Straw Works	Straw Hat Factory.
Riverton	Southeast Va. Marble	Cracker & Cake Factory.
Roanoke	Development Co.	Marble Quarries.
Roanoke	A. A. Mousch & Co.	Barrel & Stave Factory.
Roanoke	Va. Brewing Co.	Elec. Lt. Plant & Ice Fac.
Roanoke	Thill Coupling Co.	Coupling Factory.
Roanoke	Boney Tank Mining &	
Roanoke	Mig. Co.	
Roanoke	Times Publishing Co.	Publishing.
Roanoke	Va. Furnace Co.	Increase Capital.
Roanoke	Roanoke Building Stone	Cement Works.
Roanoke	Pavement Co.	Cement Works.
Roanoke	Roanoke Building Stone	Stone Crushing Plant.
Roanoke	Pavement Co.	Stone Crushing Plant.
Roanoke	Virginia Packing House	Cold Storage Plant.
Roanoke	Cold Storage Co.	Cold Storage Plant.
Roanoke	Roanoke Gas & Water Co.	Gas Works.
Roanoke	Roanoke Milling Co.	Flour Mill.
Salem	Salem Gas Stove Mfg. Co.	Gas Stove Factory.
Salem	Salem Car & Machine Co.	Car & Machine Shops.
Salem	Carper Spark Cond'tor Co.	
Shenando	H. Jordan	Brick Yard.
South Boston	G. T. Norwood & Co.	Enlarge Tobacco Fac.
Staunton	Staunton Shoe Factory	Increase Capital.
Staunton	Va. Live St'ck & Dressed	Abattoir.
Staunton	Meat Co.	Abattoir.
Staunton	Augusta Min. & Invest. Co.	Increase Capital.
Staunton	Hubert N. Lock Co.	Nut-lock Factory.
Shenando	Entsler Bros.	Sash, Door & Blind Fac.
South Boston	G. T. Norwood & Co.	Tobacco Prizery.
Sturgeon Point	Oldfield, Block & Co.	Brick & Tile Works.
Suffolk	H. W. Bradshaw	Planing Mill.
Suffolk	Suffolk Light & Water Co.	Electric Light Plant.
Suffolk	C. B. Leet & Co.	Enlarge Planing Mill.
Tacoma	C. E. Bibbs	Brick Yard.
Tacoma	E. W. Kilgore	Saw & Planing Mill.
Tacoma	Kilgore & Carter	Woodworking Factory.
Tacoma	Tacoma Min. & Trade Co.	Coal Mines.
Tacoma	W. F. Miller	Saw Mill.
Vicar's Switch	Myers Bros.	Coal Mines.
Vinton	W. A. Pedigo	Stone Quarry.
Vinton	Creasy & Kirby	Planing Mill.
Waynesboro	Ingalls Iron & Coal Co.	Mining.
Waynesboro	R. J. Mason	Brick Yard.
Warrenton		Flour Mill.
Warrenton	Warrenton Corporation	Electric Light Plant.
Wytheville	Wytheville Mfg. Co.	Sash, Door & Blind Fac.
Wytheville	Foot & Johnson	Enlarge Carriage Fac.

WEST VIRGINIA.

Belcher	Keystone Coal & Coke Co.	Coal Mines.
Belmont	Traylor Farm Oil Co.	Oil Wells.
Belmont	Brown Oil Co.	Oil Boring.
Belmont	Belmont & Eureka Oil Co.	Oil Wells.
Bluefield	Bluefield Iron Works	Add Machinery.
Breechwood	Linden Coke Co.	Coal Mines, etc.
Buckhannon	Buck. Electric Light Co.	Electric Plant.
Ceredo	Continental Powder Mfg. Co.	Powder Mill.
Charleston	Elk Valley Oil Co.	Gas, Oil & Salt Wells.
Charleston	Red Letter Oil & Gas Co.	Oil Boring.
Charleston	Coal & Coke Co.	Coal Mines.
Charleston	Mordington Mfg. Co.	Car Works, etc.
Charleston	Kanawha Bicycle Co.	Bicycle Factory.
Charleston	Craig Scale Co.	Inc. Capital & Enlg. Wks.
Clarksburg	Ten Mile Gas & Oil Co.	Oil Boring.
Clarksburg	Post & Lynch	Flour Mill.
Coal Valley	Coal Valley Mining Co.	Mining.
Davisville	Zanesville Oil Co.	Oil Wells.
Elizabeth	Little Kanawha Min'g Co.	Mineral Lands.
Elkinsburg	Randolph Coal & Coke Co.	Coal Mines, etc.
Elm Grove	Bedell & Co.	Grain Elevator.
Eureka	J. B. Jackson	Oil Wells.
Flipping	Louisville Coal & Coke Co.	Add Coke Ovens.
French Creek	Duncan Oil Co.	Oil Wells.
Ganley Bridge	Ganley Tile & Lumber Co.	Lumber Mill.
Grafton	Graf. Gas, Oil & Min'g Co.	Gas & Oil Boring, etc.
Hinton	Va. Brownstone Co.	Stone Quarries.
Huntington	Huntington Lumber Co.	S. w. & Planing Mill.
Huntington	Ensign Mfg. Co.	Enlarge Foundry.
Huntington	D. E. Abbott	Picture Frame Factory.
Keyser	L. A. Rizer	Flour Mill.
Leetown	Anna Kendrick	Flour Mill.
Mannington	Prichard Oil Co.	Oil Well.
Mannington	Three-Acre Oil Co.	Oil Wells.
Mannington	Buffalo Oil & Gas Co.	Oil Boring.
Mannington	Blaine Oil & Gas Co.	Oil & Gas Boring.
Mannington	Crain Oil Co.	Oil Boring.
Mannington	Watson, McGraw Oil Co.	Oil Boring.
Morgantown	Southern Pipe Line Co.	Pipe Line.
New Can'tand	King Creek Oil Co.	Oil Wells.
New Can'tand	Evans & Co.	Oil Wells.
New Can'tand	Finnegan & Downing	Oil Wells.
New Can'tand	Bridgewater Gas Co.	Oil Wells.
Parkersburg	Parkersburg Coffee Co.	Coffee Roasting.
Parkersburg	Tanner Oil Co.	Oil Wells.
Parkersburg	C. D. Fawcett Lumb. Co.	Lumber Mill.
Parkersburg	Ohio River Oil Co.	Oil Boring.
Peeryville	Gilliam Coke & Coal Co.	Coal Mines, Coke Ovens.
Pie Imo	Pied. Pulp & Paper Co.	Electric Light Plant.
Prince	Royal Coal & Coke Co.	Coal Mines.
Ronceverte	Ronceverte Canning Co.	Canning Factory.
Sisterville	Natural Gas Co.	Oil Well.
St. Albans	Lindsay-Cochran Mfg. Co.	Manufacturing.
St. Mary	C. B. Hart	Oil Well.
St. Mary	Kelly Farm Oil & Gas Co.	Oil Well.
West Union	Doddridge County Oil &	Oil & Gas Boring.
Wheeling	Sim son Oil & Gas Co.	Oil & Gas Boring.
Wheeling	Heiv y Bros. & Co.	Oil Wells.
Wheeling	Little Kid Mining Co.	Mining.
Wheeling	Reymann Brewing Co.	Ice Factory.
Wheeling	Wheel. Lamp & Stamp	Lantern Factory.
Wheeling	Ing Co.	
Wheeling	Gasmire Oil & Gas Co.	Oil & Gas Boring.
Wheeling	Wheeling Corrugating Co.	Enlarge Works.
Wheeling	J. H. Hobbs, President	Oil Wells.
Wheeling	Travelers' Oil & Gas Co.	Oil & Gas Boring.
Wheeling	Bartlett Oil & Gas Co.	Oil & Gas Boring.

LOCATION.	NAME.	BUSINESS.
Wheeling	News Publishing Co.	Publishing, etc.
Wheeling	E. L. Rose Oil & Gas Co.	Oil & Gas Boring.
W. Sul Springs	A. E. Huddleston	Planing Mill.
W. Sul Springs	Beaver Lick Iron Co.	Coal & Iron Mines.

Rebuilt or being rebuilt after being burned.
Companies or firms in existence prior to June 30, 1890, but since that time have either enlarged their works or built new works, or increased capital. In many of these cases given in this list, reference is made to entirely new works built by old firms.

The South Upsets All Calculations.

A business of vast magnitude and of ever-growing importance is the mining and transportation of Southern coal and the collateral industry of coke making. The Pocahontas Coal Co. began business in 1885. Since then it has made shipments as follows:

Year.	Tons of 2,240 pounds.	Yearly Increase.
1885	517,996	241,461
1886	789,367	265,371
1887	1,028,580	339,130
1888	1,376,010	347,430
1889	1,592,485	216,475
Totals	5,371,648	1,074,579

For the current year up to September 22, inclusive, the company has shipped 1,349,420 tons, and estimates that before January 1 this will reach a total of 2,000,000 tons. Should this maximum be attained, this company alone will in a single year have shipped the enormous quantity of 4,480,000,000 pounds of coal from its mines, which is equal to full loads for 74,666 cars of 60,000 pounds capacity. Add to these figures those representing the output of all other Southern mines, and a sum total would be reached almost beyond belief or comprehension. A peculiar feature of this enormous coal development is that the demand more than keeps pace with production, while car manufacturers are unable to furnish rolling stock to meet the requirements of this industry. If this is the condition now, what will it be a few years hence when trade is opened up with Central and South America? Those countries consume annually many hundred thousand tons, which they have procured thus far from England, but that source of supply will soon fail them, and they must look elsewhere for it. The maritime provinces of Canada have been trying to get control of this traffic, and will succeed unless transportation facilities from Southern coal fields to the gulf and South Atlantic ports are greatly increased, notwithstanding the fact that our ports from Norfolk to New Orleans are much nearer to South American markets than are those of Canada. Evidently the time is close at hand when all Southern trunk lines will be compelled to double-track their roads, and to increase their rolling stock, but before they can do the latter there must be many more car shops, or those now in operation must be trebly enlarged.

A Virginia jobber, doing a very heavy grocery trade, said recently that he could do a hundred per cent. more business if the railroads were able to handle freights more rapidly; but that all through the country business had grown to such unexampled proportions that none of them had rolling stock sufficient for their needs. Similar complaints are heard from all sections, but the trouble does not come from any failure of wise preparation on the part of railroad companies, but from an increase of traffic far beyond what even the most optimistic had anticipated. The fact is that within the past five years the South has become a powerful factor of interstate commerce, and by pouring in upon the transportation companies an amount of new traffic from its mines, furnaces, quarries and saw mills, in addition to increasing its agricultural staples, it has upset all calculation based upon old standards, and has necessitated the making of new ones, based upon the enormous development that has but fairly begun. Of this truth the statistics of the shipments of Pocahontas coal are a convincing illustration.

JOHN J. PHENIX, Greensboro, N. C., desires to learn the specific gravity of the West Virginia crude petroleum.

THE MISSISSIPPI RIVER.

[Written for the MANUFACTURERS' RECORD by
MAJOR WM. STARLING.]

Every man who is in the habit of making journeys on the great lines of railway has probably observed some of the phenomena of alluvial valleys, for these are selected by the engineers as a bed already partially graded by nature for their roadways. In ascending a mountain range, instead of excavating, escarping and tunneling a road for ourselves, we have only to find in the lowlands a river, the general direction of whose course corresponds, as nearly as may be, to the route sought by us, and then follow the stream upward toward one of its sources. In this manner we are conducted by an ascent, easy and gentle at first, afterwards steeper and steeper, to the dividing ridge, whence, by a reversal of the former process, we gradually descend to the plains on the other side. Those whose faculties are not buried in sleep or benumbed by a dull novel will have observed that the river, after running perhaps between iron-bound rocks, expands occasionally into broad and fertile "bottoms," becoming wider, longer and more continuous as we descend. These bottoms are bounded on either side by the highlands which have served to limit the excursions of the river, and this latter wanders through the valley, skirting the base of the hills, now on this side, now on that, pursuing a tortuous course through the bed which it has made for itself; for the bottoms are the work of the river—are composed of sediment brought down in time of flood and spread far and wide as the swollen stream overflowed its narrow banks. Being the product of the stream, they are composed of pulverized material, free for the most part of stones and heavy fragments. Being formed by overflow, they can never rise above the level of the stream in flood; indeed, can never attain the height of extreme floods, and must always be liable to overflow in great freshets.

Thus the valley, continuous, it may be, in itself, is divided into a series of subordinate basins, each bounded by the river on the one hand and the hills on the other, and terminated, above and below, by the close approach of the highlands to the stream.

What occurs to creeks and mountain streams on the small scale, occurs also to the greatest rivers. The history of the Ohio and Mississippi is a good deal the same as the history of the rivulets from which they originate, multiplied a thousand-fold. The most insignificant meadowbrook is a Mississippi in miniature; and the student of river engineering has often spent most profitable hours in contemplating, on a scale which may be easily embraced by the eye and the understanding, phenomena which embarrass and bewilder him when presented with the magnificence and complexity which attend the operations of a mighty river.

In mountainous countries creek-bottoms are of great importance on account of their unexampled fertility, all the more, as distinguished from the stony and arid tracts which surround them. Offering no impediments to the plough, being nearly level, and having excellent drainage, they possess unusual advantages for cultivation. They have but one drawback. A flood of unusual height may submerge them, and the farmer may lose his labor partially or wholly—partially, if the flood be not very great, or occur so early that the crop may be replanted; wholly, under very unfavorable circumstances, for not only may the overflow occur late in the season, when the greatest outlay has been incurred, and the owner is about to reap his return, but the flood may be of such magnitude as to sweep away the accumulated labor of former years—fences, stables, even dwell-

ings, and may go so far as to cause loss of life itself.

Overflows occur, of course, because the ordinary channel of the stream is not sufficient to contain the unusual quantity of water poured forth at the height of the flood; neither can it ever become sufficient under the operation of purely natural causes. The stream has built for itself a bed, distributing its sedimentary matter beyond its banks, and preserving for itself a channel suited to its ordinary wants. Great floods occur too seldom, and endure too short a time to exercise a marked influence in enlarging the channel by their excavating power.

So valuable are the bottom lands that they are almost always cultivated in spite of the danger of overflow. It is natural, however, that means should be sought to protect them from this calamity. Now, to give flood-plains immunity from inundation, only one means exists; that is, to make the river-channel large enough to hold all the water, ordinary or extraordinary, that can possibly be poured into it. To enlarge the channel we must adopt one of two alternatives—dig its bottom deeper or wider, or build its banks higher. The latter being by far the easier and cheaper process is the expedient commonly adopted; the more, that it does not exclude the former, nor is at all antagonistic to it, but, on the contrary, facilitates it and co-operates with it.

Thus, the system of artificial embankments or *levees*, as the French settlers called them, naturally suggests itself wherever there are alluvial bottoms or flood-plains of considerable extent. It is a method which cannot generally be used with advantage on a small scale, for several reasons. When streams are ordinarily inconsiderable, with high freshets, and the flood-plains narrow, levees are expensive out of proportion to the benefit to be derived. In narrow valleys the line would have to be very long to protect an insignificant area. Not only so, but being hemmed in between the hills on one side and the levees on the other, there would be no drainage, and the injury from rain and surface water would perhaps be greater than from overflow.

The method of protection by means of levees is then peculiarly applicable in the case of large rivers with very wide valleys, and under these circumstances it has long been successfully practised. The question of drainage, however, is still a serious one. The great basins are usually heavily overgrown with timber. Evaporation is consequently very slow, and the accumulation of rain and surface water is very great, especially in the lower part of the protected area. For it must be remembered that bottom lands are by no means level in the strict sense of the word, but follow the fall of the flood line—that is, they slope toward the sea. Therefore, if drainage be free, all the water which collects in an enclosed area will accumulate at the lower end. This aggregation will not only occupy a great space which might profitably be reclaimed, but will greatly impede the free flow of drainage waters from the upper part of the area. Consequently, in a strictly enclosed basin, it is found necessary to provide pumps or equivalent means of getting rid of the surplus waters. Culverts may be used, but of course are available only after the flood waters have begun to recede.

In the case of a very large basin it may be found the best plan to leave the lower part thereof entirely open: This portion will thus be subject to overflow, but only to a limited extent. For the flood waters, entering at the very foot of the basin—that is, at the lowest possible elevation—cannot mount higher than the level of that part of the stream. As the flood-plain has a considerable slope, the upper part will be perfectly dry. For instance, the fall of

the flood-plain of the Mississippi river from Memphis to Vicksburg is about two-thirds of a foot to the mile. The average height of the greatest floods above the surface of this flood-plain is perhaps eight feet. Suppose a system of levees, complete in its upper part, to terminate abruptly at any given point. Then at that point the land will be overflowed eight feet. Twelve miles above the land will be just awash. Twenty-four miles above the land will be eight feet out of water.

The course which has been prescribed for theoretical reasons has been made compulsory in the case of the Mississippi by the intervention of tributaries. Every basin of considerable size must of necessity have an auxiliary stream or streams to drain it into the main river. Usually, from the nature of the case, the drainage is concentrated into one stream. The borders of the main river are high, for they receive the bulk of the deposit, as fresh quantities of loaded water are continually arriving, which drop the greater portion of their burden as soon as they become dispersed, and afterwards less and less as the water becomes more stagnant and clearer. Thus, small streams, tributary to the main river, or inlet bayous as they are called, are rare. The course of drainage almost always is from the high alluvial ridge on the bank of the river to the low lands in the interior, and eventually to the main tributary which skirts the hills, and at the foot of its basin discharges into the Mississippi. These tributaries are usually of such magnitude that it would be well-nigh impossible to levee them. They receive, beside the drainage of the alluvial basin proper, large accessions from minor streams which descend from the hills, so that even if they could be leveed the volume of water thus imprisoned behind the levee would be portentously great, too great to be pumped out or discharged in any reasonable time through a culvert, so their mouths have to be left open perforce. The basins narrow toward the lower end, so that the quantity of land damaged is still further reduced.

The valley of the Mississippi, like all others, is divided into a number of subordinate basins by the approach of the hills on either side. Some of these basins are very small, others are of enormous extent. Each is in a great measure independent of the others, so that the task of protection from overflow is much simplified and rendered more practicable, as it does not necessarily require a vast and simultaneous organized effort, nor even a continuous system, but may be effected in detail, according to the needs and abilities of separate sections.

The small basins do not afford the best field for the application of the levee system for reasons already given, and for the additional reason that in them backwater from the mouth of the tributary is destructive out of proportion. For instance, if the influence of backwater is more or less detrimental 15 miles above the mouth of the tributary, and the basin be only 20 miles long, then three-fourths of it will be more or less liable to injury in time of flood. But if the basin be 150 miles long, then only one-tenth will suffer.

It is to the great basins, consequently, that we must look for examples of successful protection by levees. Below Cairo the Mississippi has four such basins, drained respectively by the Saint Francis, the Yazoo, the Tensas and the Atchafalaya rivers and their tributaries. The last three have been wholly or partially leveed for many years. The nearest approximation to a complete system has been made on the Yazoo front.

The Yazoo basin has every advantage that the engineer could ask for a fair trial of the levee system. It begins a short distance below Memphis and extends to a

point a little above Vicksburg. At each of these localities the highlands actually abut upon the Mississippi river, thus completely isolating the basin, and affording a secure support for the ends of the line of levees. The front of the basin, measured according to the sinuosities of the Mississippi, is about three hundred and fifty miles long. In a straight line the distance is about one hundred and eighty miles. Its shape is lenticular, the Yazoo hills forming one arc and the Mississippi river the other. Its extreme breadth is about sixty miles. There are no "inlet bayous," the drainage being altogether toward the interior, and eventually into the Yazoo river. This, under one name or another, skirts the base of the hills, and empties into the main river just above Vicksburg.

The entire front of the Yazoo basin is closed by a continuous embankment, extending from the uplands below Memphis to within about eight miles of the mouth of the Yazoo. This embankment does not strictly follow the line of the river, but sometimes takes short cuts, so that its length is about three hundred miles. The material of which it is composed is earth entirely. It is usually eight feet wide on top. The height is defined by reference to some great flood, usually the most recent. The prevailing grade before the flood of the present year was from three to five feet, according to circumstances, above the high water of 1882. The angle of inclination of each of the slopes of the embankment, front and back, is fixed by the proportion three of base to one of altitude, though sometimes the dimensions fall short of these and sometimes they exceed them. In fact, both in height and strength, the levees are somewhat irregular.

The causes of these variations in construction are not usually to be sought in any scientific considerations. They are due, for the most part, to the haphazard manner in which the levees were built. Originally constructed by private enterprise for the reclamation of partial areas, they have been connected, raised, enlarged, repaired, demolished by crevasse and overflow, wiped out of existence by caving into the river and replaced by entirely new lines joined to the old at suitable places, as necessity dictated or financial conditions permitted. The system is a patchwork, in fact, the result of many different periods, organizations and administrations, having diverse views of policy and managed with all possible differences of ability and resources. To enter into a minute history of the levee system would probably be neither interesting nor profitable, except to a professed student of that subject. With reference to the Yazoo front, it may be sufficient to say that the close of the civil war found in existence two "levee districts," as they are called, each containing several counties, and embracing together the whole Yazoo basin. Of these, the upper, or District No. 1, fell into bad hands, in the confusion and misgovernment of the reconstruction period, and eventually lapsed into complete decay, and its levees were suffered to go to ruin. The lower district was then reorganized and rebaptized as the Mississippi levee district, and has maintained a flourishing existence, under one name or the other, for the last twenty-five years. In 1884 the counties not included in this district were incorporated into a new organization called the Yazoo-Mississippi delta levee district, which thus consists substantially of nearly the same territory as old district No. 1, but is to be carefully distinguished from it, as it does not and should not inherit the evil reputation or the unpaid obligation of that corporation.

[TO BE CONTINUED IN OUR NEXT.]

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GENERAL NOTES.

A MOVEMENT has been placed on foot at Frederick, Md., which promises to materially assist the Frederick City Manufacturing & Development Co. in its efforts to enhance the land values, secure the location of new industries and bring about other results to increase the prosperity of that town. The project is the organization of the Frederick & Monocacy Valley Railroad Co. by some of the enterprising citizens to extend the Monocacy Valley Railroad from Catocin Furnace via Lewistown to Frederick. The possibility of an outlet through the Western Maryland Railroad to the Reading system, and a direct route to Washington, Baltimore and other large cities East and West, indicates what may be expected by the projectors of this enterprise.

FINAL arrangements are expected to be consummated shortly for the building of a railroad from Broadway, Va., to the West Virginia State line via Brocks' gap, the valley route through North River gap, thence west, and another line easterly from Broadway to tidewater via New Market and Luray. The company organized for the purpose is the Broadway & West Virginia Railway Co., of which E. D. Root, of Broadway, Va., is president.

THE Ashland Steel Co., of Ashland, Ky., has awarded contract for its steel plant to McIntosh, Hemphill & Co., of Pittsburgh, Pa. The plant is to have a capacity of 400 tons of finished steel per day, instead of 300 as was first proposed. The arrangement of the works is such as to readily admit any addition that may be decided upon, and the probability of a steel rail, also a merchant mill, is spoken of. A large number of men will be employed, so as to complete the plant as soon as possible, and it is understood that everything will be ready for the commencement of operations by July next.

THE second trial at the Southern Steel Works, at Chattanooga, Tenn., has resulted in the same success that attended the first. The furnace was charged with low grade white coke iron instead of charcoal iron, and after a lapse of seven hours a run was made which, on being tested, proved to be a higher grade of steel even more desirable for some purposes than that made by the first trial, being harder, containing more carbon, and a steel of superior quality for tools.

MACON COUNTY, N. C., has voted to issue \$100,000 of bonds for the purpose of inducing some company to build a railroad through the county. Franklin is the county seat of Macon, and is elevated 2,250 feet above sea level, possessing an admirable climate and attracting many visitors, who express themselves as highly pleased with the section with but one objection—the inconvenience attached to reaching there by reason of no railroad facilities. The town has a variety of business houses, and is in a county rich in mineral and timber resources. The establishment of a bank is desired, as at present all business of this class is transacted through Asheville banks.

THE Lynchburg Cotton Mill, after being in operation about six months and encountering all the drawbacks consequent to the necessity of having inexperienced operatives, bids fair to become prominent among the manufacturers of fine cotton goods, and is taking a pioneer step in the production of better and more profitable grades than are made by most Southern mills. O. B. Tilton, superintendent, recently sent to the office of the Charleston (S. C.) News and Courier samples which that paper states appear to sustain Mr. Tilton's claims as to their general excellence, and the ex-

pectation which he bases on them that his mill will soon be able to produce fine sheeting, cotton flannels, silesias, satens, etc., that will sell in New York on a level with the similar products of the best mills in the country. What has been effected by intelligent management in the Lynchburg mill is possible to other Southern manufacturers, and a movement should be inaugurated to add to the practical control of the coarse goods trade of the country the control of the market for finer cotton goods.

GEORGIA has been entertaining a party of Eastern capitalists who have been induced to become interested in the Middle Georgia & Atlantic Railroad, a projected air line road from Savannah to Atlanta by Col. E. C. Machen. The party made the visit to investigate the prospects of the proposed railroad with the view of expending the \$3,000,000 necessary for construction and partial equipment. They expressed themselves as satisfied with what they had seen, and the only bar to complete assurance that the road would be built was the obtaining of suitable terminal facilities.

NOTICE is published that the River and Harbor Act recently passed by Congress appropriates \$533,000 for North and South Carolina waterways. The distribution includes \$170,000 for improving the Cape Fear river at and below Wilmington, N. C.; \$107,000 for improving Winyan bay, S. C.; \$90,000 for improving Ocracoke inlet, N. C., and \$25,000 and \$20,000 for the Roanoke and Neuse river respectively. Examination and surveys are to be made of a number of localities with a view to possible future betterments.

THE Liberty Iron Co. was recently organized in Shenandoah county, Va., and purchased between 18,000 and 19,000 acres of land, including the old properties known as the "Columbia furnace" and "Liberty furnace." About 6,000 acres of the land is covered with original growth of large oak timber, and nearly 11,000 acres is in timber of various ages, having been cut over to supply charcoal to Columbia furnace, which was started in 1807, and Liberty furnace, which began making iron in 1809, both of which continued to make iron until 1887, and achieved an enviable reputation for the quality of their product. The property contains a number of deposits of ore, some of them thoroughly developed and others showing as fine prospects. The owners during this year have investigated a prospect near the Liberty furnace, and after proving up five or six acres of the most promising territory, a horizontal bed of ore ranging from 9 to 32 feet in thickness was found, and judging from more than 100 shafts sunk at regular distances of 50 feet and numerous drifts and cross cuts, it is estimated that this portion contains nearly 400,000 tons of ore. The stripping is of clay, and contractors have offered to clean off this deposit for about \$15,000, or an average of less than 5 cents per ton of ore laid bare. The company has demolished the Liberty furnace, and is building in its stead a modern charcoal furnace of about 50 tons capacity. Twenty brick charcoal kilns, each capable of holding 50 cords of wood, are under construction, as well as extensive buildings for the blowing engines and boilers and stocks of ore, limestone and charcoal. It is also building a narrow-gauge railroad 12 miles long from Edinburg station, on the B. & O., where it has ample terminal facilities, through the village of Columbia Furnace to Liberty Furnace, passing in its route through 38 farms and properties independent of the company's holdings. The right of way 100 feet wide was secured at a large cost, grading is half completed, track-laying will begin at an early date, and the road is to be in operation by November 1. The company will probably do a large business in shipment of oak, lumber, tanning bark, railroad ties, ores, etc., independent of the furnaces.

Money-Making in Inside Property.

ROANOKE, VA., September 20, 1890.

Editor Manufacturers' Record:

Inside property in solid and growing cities is a standard investment among men of foresight. It made the Astor millions in New York. In the same way Marshall Field is building up his great fortune in Chicago. Aside from the merits of inside property as an investment, the quick profits it returns will compare favorably with those realized in outside property. The subsidence of booms scarcely affects good inside property in cities built on a solid basis. Take Kansas City as an example. They have had no boom there for several years, and yet Main street front feet have gone steadily upward.

I had an equity in 15 acres in Kansas City that I sold for \$888. The same equity fetched \$75,000 six months later. This was a capital illustration of profits in outside property, but I doubt if the \$75,000 man has come out as well as his predecessor. I bought a center corner there for \$20,000, sold it for \$27,500 the same day, and it is now worth \$60,000, with the boom dead and gone. I bought another inside lot for \$17,000, sold it in three weeks for \$25,000, and it is now worth \$40,000. There is in Kansas City a hill called Coates' Hill. It is seven or eight blocks distant from the business center and pretty steep. But its value has gone up steadily, because it is near the center. Time is money to busy people. It don't take long to go to Coates' Hill. It is occupied largely with boarding-houses and semi-business. Lots are worth from \$500 to \$1,000 a front foot there, and are steadily advancing in price.

Central property in London has made enormous profits for its owners. Why, I knew of one lot, the corner of Cheapside and King William street, 20 feet deep, selling for \$37,500 a front foot. The ragged edges of London will show no such profits for real estate owners as the centers, and no other city in England equals London for money-making in town lots. I was in Shanghai in 1887, and they were just emerging from a red-hot boom. Everybody had gone crazy over "meows," or outside property, but the boom had died out. Property on the Bund, the leading thoroughfare, was and still is steadily advancing.

The same principle holds good in all real estate transactions from Kamschatka to Chittigong.

In looking over the boom in the South I am obliged to apply new reasoning. If it were in the West it would be wild. It isn't wild, because the South has all the conditions to justify it. Hence, the real estate activity in the South is solid. It is not subject to the ups and downs in agriculture, because it has minerals and timber and industries. If the latter are slow for a time it can fall back on the former. But these advantages the South enjoys are not common and ordinary; they are uncommon and extraordinary. It has the advantage of the whole world in all lines. It beats Pennsylvania and Kansas on their own ground. And yet it is a brand new country. Every other section is over-developed, and it is not developed at all. The rest must mark time till it catches up. This means a rush that the wildest real estate speculator has not yet dreamed of discounting, an influx of money and men which for the next ten years will make the South the scene of whirlwind-like activity.

The shrewd money-maker going into the South will bear in mind that what has been done in the West is going to be repeated here, only the development of the South will have a more solid and enduring basis. There will be Pittsburghs, Kansas Cities, St. Pauls, Minneapolis and Denvers, and probably a Chicago in the South. Then there will be a whole milky way of

lesser lights. Amid such tremendous activity, based on ideal conditions, money will be made everywhere. But the man who would make big money will seek out the centers. He will get his railroad maps and his topographical maps and his geological maps and study out the places which are going to be the big centers of all this marvelous development, and then mayhap he will put his money right into the centers of these centers, where he is all right for either a quick turn or a speculative investment.

Of all that region extending from Maryland to Birmingham, 700 miles long and 150 miles wide, which is the cream of the earth so far as discovery and investigation have gone, the northern section in Virginia and West Virginia is the best known and will have the earliest development. Its coal, iron and agriculture and its town lots will make 100 millionaires a year during the next 20 years, with twice as many half millionaires, and ten times as many tenth millionaires. This great empire has already a fixed center in the city of Roanoke. Natural conditions and friendly railroads have unalterably settled this question. The Norfolk & Western east and west, the Roanoke & Southern south, the Shenandoah Valley, Chesapeake & Ohio and Baltimore & Ohio north, will put Roanoke in undisputed command of all this territory and whatever towns are built hereafter in Southwest Virginia will be local and subsidiary. Roanoke and Salem—they are both one to any man who can see beyond the end of his nose—is the predestined headquarters and clearing-house and distributing point of a tributary country richer by far than those which have made Denver, Kansas City, Omaha, Minneapolis and St. Paul cities of more than 100,000 population.

Later on circumstances and conditions will locate centers for the other sections of the Southern Appalachian region. There will be a big city somewhere east of Knoxville and west of Bristol, and still another to the southward. All that is for the future, but as I have said the Virginia center is already a reality and a fixture.

Roanoke is to-day the most inviting field for real estate speculation and investment I know of. It is a center, and centers are the gravamen of this talk on real estate. In looking about Roanoke, and riding in and out on the railroad, it has always struck me that the green, wooded hill which rises up in the center of the town was a property that would some day make a good many people rich, and I have wondered that such land was allowed to lie there while platting and building were going on all round it and for miles beyond it. It is a piece of ground which, like Trinity church-yard in New York and the Common in Boston, sets a real estate man to figuring on what it would fetch in 25-foot lots. I now learn that this property is to be sub-divided and sold on October 17th, and I predict that every buyer of a lot at the sale will double his money in a jiffy, and those who hold on for a time will make three or four for one. This Woodland Park in the center of Roanoke, which is the center of the industrial region of Virginia, which is the center of the industrial region of the United States, aptly illustrates the matter of centers in real estate dealings.

This central property in Roanoke at once attracts the experienced real estate man. Its nearness to the business center, only about three blocks distant, gives it staple and solid value, which will increase with the growth of the city. Part of it is already available for business and "switch property," where the jobbing trade can have railroad switches to the back doors and save drayage. The rest of it will come in at once for residences, boarding-houses and the like. Eventually, as Roanoke becomes a larger city, every foot of it will be marketable for business purposes. The Woodland Park sale offers a very unusual opportunity for speculation, apparently with no risk whatever.

STAUNTON, VA.

[Special Cor. MANUFACTURERS' RECORD.]

STAUNTON, VA., Sept. 20, 1890.

The world is restless, especially America; more especially the South; still more especially the North towards the South. I say this for this reason, that since the war the North has supplied the money. That money in one instance has been diverted towards the northwest. Then again it has been diverted towards the Pacific Coast. As I said in an article upon Salem, Va., the northwest has now become apoplectic as to value, and might be said to have the "big head." The Pacific Coast has become shrivelled and consumptive, and is entirely out of shape at present. Capital and men are coming South because there is nowhere else for them to come. This movement has started only recently, and when it came it united men of the North and of the South in the handling of great enterprises. There is not a town in Virginia but what is well manned. Thus it is that we find the directory of nearly every strong town in Virginia interspersed with men of capital and experience and brains and poor beginnings, from other parts of the country. But I feel it due to say that in the main the head of each movement is in the hands of men of this section, trusted and identified with these people.

The whole movement in Virginia consists of a growth along the valley from Tennessee to the Maryland border, and from below Basic City to beyond Goshen. This particular district has been picked out because of its promise. Virginia is old enough not to pick out anything unless it has promise, especially where it has to offer its goods to men who inspect every detail of what is offered. There is not a man seeking investment or manufacturing plant who has come within this district who has not gone away satisfied. This is a sufficient testimonial of itself. I remember going along through the fertile regions of Southern California when everything was booming, and I remember going through it when everything was depressed. The depression came because there was not as much under ground as there was over ground. In this case the progress comes because there is more under ground than there is over ground. The fact of the business is, if one will go along the Norfolk & Western Railroad, or the Chesapeake & Ohio Railroad, he will find people crowded in the cars; he will find them all in a buoyant exhilarant state; he will find a carnival of buyers and investors. The towns are so close together that they might be said to be in touch, and there is an electric shock between them of progress and push and enterprise.

Before this, Virginia might be said to have been in a cataleptic state. During the war she received a nervous shock and afterwards there was a tremor, a nervous tremor, and she sank back into a sleep of people, her mountains and her lands. I knew of an old man in Petersburg, Va., who used to be a sufferer from catalepsy. One day he laid down and died. He had told a friend beforehand if he was ever laid out to put whiskey to his lips and it might bring him to. When the funeral arrangements were about to be made, this old friend insisted upon giving him a stimulant. He did so. The old man heard all that was going on and wondered if they were going to put him in the grave, but was still in exultation when he heard his friend say that he would carry out the wish that he had made to him. The stimulant was given and he was brought back to life. Virginia, as I have said, has been in this cataleptic state—not dead—only awaiting the stimulant. Her sons have been away; they are coming back. Men from all parts are coming here. Their industry is a stimulant and old Virginia,

who has been seemingly dead for a quarter of a century, has listened to their words all the time, and she has awakened up from her cataleptic trance to be strong again among the States.

Staunton, Va., is the most solid town in the valley. It is brimming over with money, and its enterprise is leaking over the edges. It has built up five towns within the last twelve months, but simply because of the conservatism and slowness of its managers it has not built up itself. These towns are Buena Vista, Shendun, Goshen, Clifton Forge and Basic City.

Staunton has been in no hurry to bring itself forward. The movement of which Mr. M. Erskine Miller is the master will not come forward probably for two or three months yet. The authorized capital of the Staunton Development Co. is \$2,000,000. A large part of that has now been placed. The property lies adjacent to the town, that is, 1,200 lots of it, and the rest adjacent to these lots. The whole city is on a shelf overlooking healthily and coolly the whole valley extending down to Roanoke.

Nearly every town in Virginia has had its stock buying, its lot drawing and its lot sales. Staunton is among the last. It has waited. When it does come there will be no flurry; there will be money in hand. There will be solid men here to back up the movement, and after all it will only be a natural addition to a strength that has gathered aggregation for one hundred years. Mr. M. Erskine Miller is a man who is cool, if anything; who has won his money by years of shrewdness, and who has to do, in co-operation and correspondence, with men from all parts of this country. Only lately he has come from an extended visit to New York and the New England States, with an excursion of manufacturers following him within a week, anxious to secure plants within the limits of Staunton extensions. In six months he will have plants here representing 6,000 hands, including many large industries using wood and iron, negotiations with which are now pending, and it would be unwise to mention them more particularly at present.

Mr. Wm. J. Perry, the able secretary of the company, has lately left for Boston and the New England States with reference to interesting people in this section, but aside from those whom he will interest, he will also have his time largely taken up with closing contracts with those who have already sought inquiries with the president of the company. It gives me pleasure to say that strangers coming to Staunton will not only find in Mr. Perry a courteous gentleman, but one also well informed as to every particular of the movement which he represents.

To sum up the region that I have noted in the above article will in ten years be as thickly packed with people as sardines in a box, for they are coming, laborers and capitalists, and were there not a pound of mineral in the whole territory, there is enough agricultural promise to keep them well housed and well clothed and well fed by the economy of lands, the lack of which hitherto has been one of the chief drawbacks to the prosperity of the South.

The city is filled with schools—military and female seminaries; is sought for its healthfulness during the summer season as much as the springs hereabouts. Lately men have come here, not only on account of school facilities and health, but on account also of the chances for making money. Among these men I might note Mr. Thos. P. Grasty, whose brilliant pen has done as much as any other one man's to accentuate the possibilities of the South. Mr. Grasty, representing your own paper, has made himself potent and popular hereabouts, not by saying pleasant things about the South, but by telling the truth about it. His name is a well known one with all these people, and as long as they continue

to prosper as they do now, I cannot think of a better exponent of what they have to offer than he.

In the meantime those who wish more minute information will please apply to M. Erskine Miller, who, by his industry, his self sacrifice, his lavish use of his own money through other branches, has given an impetus to his city that could not have come from any other one man in it.

Mr. M. Erskine Miller is president of the Staunton Development Co.

W. E. CHRISTIAN.

ROANOKE DEVELOPMENT.

New Railroads Stimulate the Movement for Increased Jobbing Interests—Switch Property—The Roanoke and Southern and Real Estate Activity.

ROANOKE, VA., Sept. 29, 1890.

Editor Manufacturers' Record:

With the wonderful growth of Roanoke and the activity in every line of development, there are railroads and rumors of railroads pointing towards this city from all directions. Since the completion of the Roanoke & Southern has been assured by the active and concerted efforts of our citizens, the matter of railroad building with Roanoke as the terminal point seems to have become the fashion. An official report comes from Farmville that the Farmville & Powhatan Railroad, now a narrow gauge extending from Bermuda Hundred, a deep water harbor, about 75 miles, to Farmville, is to widen the gauge and extend to Brook Neal in Campbell county, and thence along the Staunton and Roanoke river to Roanoke. This is a very important project for Roanoke, as it will afford a new and entirely independent route to deep water, besides opening up a fine country. The agitation of the extension of the Valley Branch of the Baltimore & Ohio is going on at a lively rate, and those in a position to know say that the project is a certainty, and that the road will be finished within a few months. No less important to Roanoke and Southwest Virginia is the proposed extension of the Cumberland Valley of the Pennsylvania Railroad system. The Roanoke & Fincastle Railroad, which is proposed by local capitalists, may furnish a Roanoke connection for one of the Northern systems before mentioned. Still another project is the building of a line from here to a connection with the Richmond & Danville. Sooner or later this great system will invade the Southwest Virginia region, for the two-fold purpose of sharing in the great traffic which will be created by the industrial development of this section, and to gain a trans-Virginia connection with its ally, the East Tennessee, Virginia & Georgia. It is not likely that the Richmond & Danville would be disposed to build around Roanoke on account of the varied connections here afforded, but in any case the citizens of Roanoke, always on the alert for new enterprises calculated to benefit and build up their city, would see to it that Roanoke was not overlooked.

The actual and proposed advancement of Roanoke as a railroad center has brought forward prominently the jobbing interests of the city, and the improvement of our facilities for handling the trade of the territory tributary to us is now having a healthful agitation. With the addition of the Roanoke & Southern territory, Roanoke will become a jobbing point second to none in the South in point of availability. It is probably with the upbuilding of this interest in view that property in the neighborhood of the Roanoke & Southern depots and terminals around Holliday and Campbell streets has been in such active demand. A good many lots in this neighborhood have changed hands in the past week or ten days, the ruling figure being above

\$250 a foot. There is a long frontage on Campbell street, east of Holliday, and a part of Woodland Park, now being laid off in lots, which the company intends for wholesale business. To that end a 30-foot alley has been made in the rear of this frontage, so as to accommodate a switch from the Roanoke & Southern or the Norfolk & Western, thus enabling wholesale dealers to load and unload direct from the cars and save drayage, which is an important item. This will give Campbell street, east of Jefferson, considerable prominence as a business street, Campbell, west of Jefferson, having long been considered the future great business street of Roanoke. Only about two blocks distant from the Campbell-street frontage of Woodland Park, and extending 100 feet east of Jefferson, on Campbell, will stand what will probably be the finest structure in Virginia. This will be an office building seven stories high, with all modern improvements, to cost \$90,000. This magnificent building will determine the business center of Roanoke for many years to come, if not for all time.

A powerful factor in the growth of Roanoke lies in the thorough organization of the business community. There are many companies and associations of which the advancement of Roanoke's interests are the *raison d'être*, but all of these center in the Commercial Club. The new club rooms were opened most auspiciously on the evening of September 27th. The Commercial Club will watch unceasingly the progress of Roanoke, and seize with both hands every opportunity that may be offered for promoting the varied interests of this city.

Roanoke real estate is receiving very widespread attention, both from speculators and investors. There is a very large home crowd in Roanoke, which is augmented by outsiders attracted by the growth and prosperity of the city, which is of necessity accompanied by profitable real estate dealing. A steady advance has marked the real estate transactions here, but there has never been anything skyrocketty about the market, and people who have visited booming towns all over the country declare that values are way inside the limit of conservatism. The principal feature of the real estate situation is the activity around Campbell and Holliday streets, and the lively interest in the Woodland Park property near by, which is soon to be placed on the market. This interest is not confined to Roanoke, but is general all along the Shenandoah Valley and Norfolk & Western Railroads, based on the common understanding that Woodland Park is to be wholesaled at such prices as will leave a wide margin of profit for the purchasers. It is believed that this sale will inaugurate the greatest activity in real estate that has yet been experienced here. The conditions are favorable to this in an extraordinary degree, for the reason that although the city has been widely advertised, its great future as an industrial and commercial center has not yet been discussed or even realized, and with the expansion of ideas as to the future position of Roanoke will come general advancement in values based on actual dividend-paying power and the evening up of prices in properties neglected and overlooked but made available by new developments. All this will make a greater volume of profit in the next two years than has been realized in the past two, and there will be a great rush from all quarters to share in it.

AMONG the most important and potent agencies in the development of the South is that excellent publication, the MANUFACTURERS' RECORD. Each issue is an epitome of the astonishing development now going on steadily in the Southland, and the amount of information it furnishes is surprising.—Sunny South.

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Steel Works, to include Furnaces, Rolling Mill, Rail Mill, Cotton Tie Mill, &c., and to employ 3,100 hands, under construction.

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For particulars address GOLDSMITH B. WEST, General Manager JACKSONVILLE MINING & MANUFACTURING COMPANY, Tredegar (Present Postoffice, Jacksonville), Alabama.

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LAREDO, TEXAS.

The Gateway to and from the Republic of Mexico

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Laredo is becoming a most important manufacturing point,

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Wool Scouring Mill,
Tannery.
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Ore Concentrating Works.
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General Car and Machine Shops of the Mexican National Railroad, the largest west of the Mississippi.
Three Large Brick-yards and several smaller establishments.
A large Cotton Factory is now being erected by a New England syndicate.

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Opportunities for Investment, Business or Manufacturing such
as no other City in the Southwest can offer.

The city is well supplied with railroad facilities and hotel accommodations, has Holly system of water works, two electric-light companies and one of the best equipped electric motor street railways in the United States.

Population.		Imports and Exports.
1886.....	3,000	
1888.....	6,000	1888.....\$ 3,000,000
1889.....	12,000	1889..... 10,543,000

For Maps Pamphlets, Bird's Eye Views and Reliable Information of Laredo, address

THE LAREDO IMPROVEMENT CO.

KIMBALL.

MARION COUNTY,

TENNESSEE.

KIMBALL TOWN COMPANY.

H. I. KIMBALL,
Vice-Prest. & Managing Director.
DIRECTORS.

HON. LOGAN H. ROOTS, President of First National Bank, Little Rock.
 CHARLES P. RICHARDSON, Capitalist, Chattanooga.
 J. R. STEVENS, President First National Bank, Huntsville, Ala.
 A. J. MORISON, Capitalist, London, England.
 J. H. BRYANT, President Seattle Coal & Iron Co., New York.
 GEO. COOK, President Hallet & Davis Piano Co., Boston, Mass.

HON. H. L. COCHRAN, Judge Probate Court, Fort Payne, Ala.
 H. I. KIMBALL, Atlanta, Ga.

OFFICERS.

President, HON. LOGAN H. ROOTS.
 Vice-President, C. P. RICHARDSON.
 Second Vice-President and Managing Director, H. I. KIMBALL.
 Treasurer, J. H. BRYANT.
 Assistant Treasurer, ED. E. RICHARDSON.
 Secretary W. E. DONALDSON.
 Assistant Secretary, W. BROOKS COVELL.

ATTORNEYS.

W. E. DONALDSON, Kimball.
 SHEPHERD, WATKINS & BATES, Chattanooga.

ENGINEERS.

Landscape Engineer, NATHAN G. BARRET.
 Resident Engineer, W. J. KELLY.
 Sewerage and Electrical Engineers, NIER, HARTFORD & MITCHELL.

Hon. SAM'L H. BUCK, Gen. Superintendent.

OFFICES.

Richardson Building, Chattanooga.
 Union Trust Building, 30 Broadway, New York.
 Company's Building, Kimball, Tenn.

Kimball Offers

Solid, practical inducements to manufacturers. First-class enterprises under good management will be guaranteed, one-half the cash required. Local taxes will be remitted for a term of years. Lowest freights and cheapest raw materials will be secured.

Auxiliary Companies

will be organized by the parent corporation for developing the wealth of the Sequachee Valley and for supplying the city with heat, light, water, power and transportation.

A Mammoth Industrial Building

will be erected by the Kimball Town Company, which will have power, light and heat, that will be supplied to manufacturers on the most liberal terms.

Ample provision made for religious and educational institutions.

No Further Auction Sales

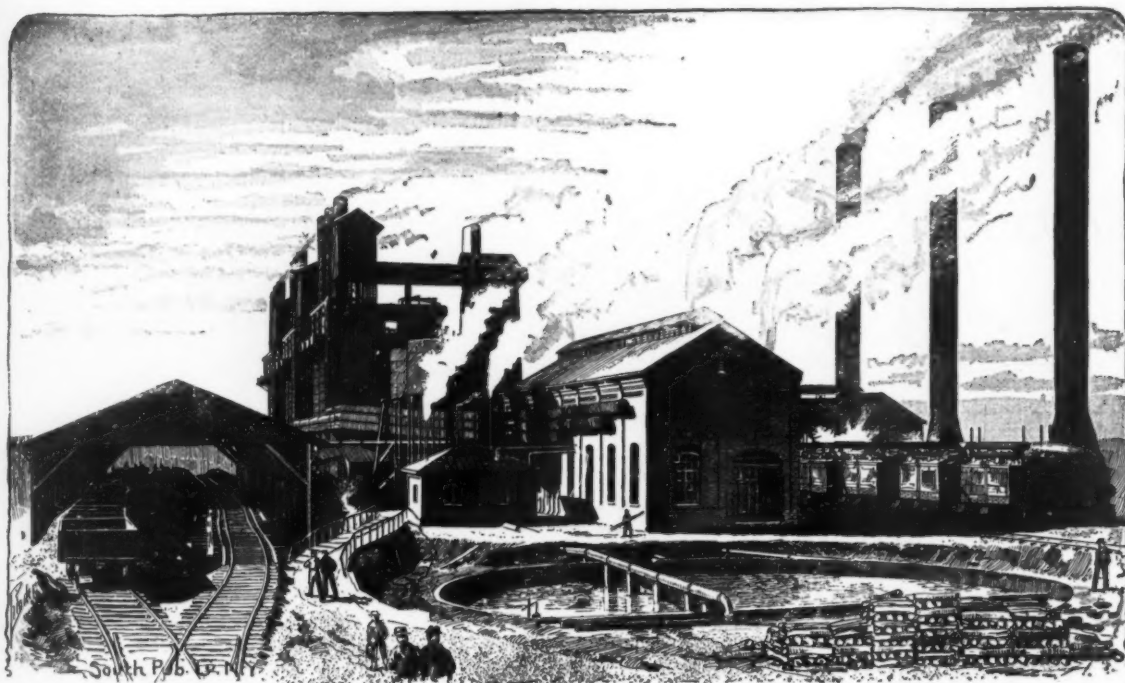
this year and no private sales of the corporation's lots except to those who will contract to build immediately on plans approved by the management.

ALL CORRESPONDENCE SHOULD BE ADDRESSED TO

H. I. KIMBALL, Managing Director,
CHATTANOOGA, TENN.

SHEFFIELD, ALA.

THE SUPREME.



At the Headwaters of Deep Navigation on the Tennessee River, the Hudson of the South.

The Largest Producer of HIGH-GRADE Pig Iron of any City in the Entire Industrial South.

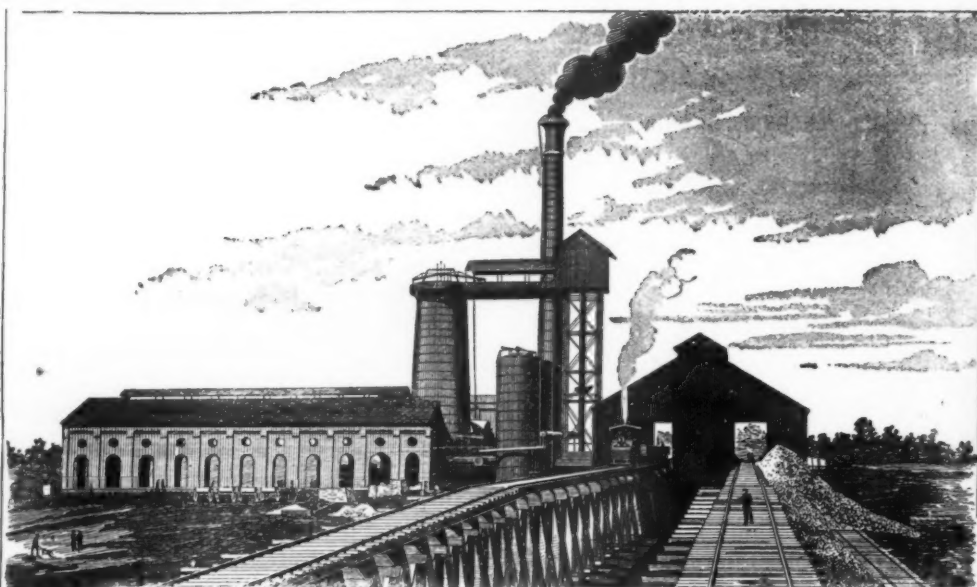
The only point in the South that has or can ship pig iron to the cities on the Mississippi, Missouri and Ohio rivers by boat or barge without rehandling. This last shipment of 5,000 tons of Pig Iron to Pittsburgh, Pa., by barge was made at a saving of \$2.65 per ton over what any iron-producing city of the South has done or can do to-day.

Five Large Blast Furnaces

Capacity 750 tons pig iron per day.

The following are among the corporate and private enterprises that belong to Sheffield:

The Sheffield Land, Iron & Coal Co., capital \$1,000,000.
 The Sheffield & Birmingham Coal, Iron & Railroad Co., capital \$1,000,000; the owners of three 150-ton blast furnaces.
 The Birm., Sheffield & Tenn. River Railway Co., capital \$5,000,000.
 The Hattie Ensley Furnace, capital \$200,000.
 The Lady Ensley Furnace Co., capital \$200,000.
 The Electric Light & Gas Fuel Works, \$50,000.
 The Sheffield Ice Co., capital \$25,000.
 The Sheffield Manufacturing & Constructing Co., \$30,000.
 The Sheffield Contracting Co., \$60,000.
 The Eureka Brick & Lumber Co., \$30,000.
 The Howard Brick Co.
 The Sheffield Bakery & Bottling Works.
 The Sheffield Mineral Paint Co., capital \$50,000.
 The Sheffield Agricultural Works, capital \$40,000.
 The Sheffield Cotton Compress Co., \$60,000.
 Millan Brothers, Steam Laundry.
 Enterprise Publishing Co.
 Water Works, already expended, \$30,000.
 Sheffield Street Railway Co., capital \$100,000.
 Cleveland Hotel Co., capital \$50,000.
 Sheffield Hotel Co., capital \$120,000.
 Bank of Commerce, capital \$150,000.
 East Sheffield Land Co., capital \$500,000.
 Hull & Keller's Fern Quarries.
 Mobile Real Estate Co., capital \$50,000.
 Sheffield Real Estate Co., capital \$50,000.
 Sheffield & Mobile Improvement Co., capital \$100,000.
 Sheffield Stove Works.
 Henderson Milling Co., capital \$100,000.
 Globe Iron & Brass Works, capital \$10,000.
 Standard Machine Shop & Foundry, capital \$50,000.
 Owen Pink Mixture Co., capital \$100,000.
 Bell Telephone & Telegraph Co.
 Foulds' Shoe Factory, capital \$20,000.
 Enterprise Wood Working Co., capital \$30,000.
 Buchanan Straw Goods Factory, \$25,000.
 The Sheffield Harness & Saddlery Co., capital \$20,000.
 Principal Shops of the Sheffield & Birmingham Railroad.
 Principal Shops Memphis & Charleston Railroad, now being built.



Aside from the foregoing the following are in course of construction and may be considered positive: Principal Shops of the Memphis & Charleston Railroad; Principal shops of the Nashville, Florence & Sheffield Division of the Louisville & Nashville Railroad. Reasonably certain to be secured in the near future are the following, in regard to which negotiations are pending: A Rolling Mill; Large Machine Shop; A Cotton Mill.

ALABAMA'S IRON CITY.

The Superb Location at the head of navigation on the Tennessee River, commanding the outlet to immense fields of IRON ORE and COAL and magnificent tracts of the finest Timber. Has already attracted to the spot where three years ago in a cotton field her projectors set the stakes of a new city, capital and people, unequalled in amount and number, circumstances considered, by any of the so-called new cities of the South.

With eight Church Organizations, two Free Public Schools, Postoffice, Telegraph and Express offices and abundant facilities of transportation by river and rail. It has every advantage as a residence city that can be desired.

Good Water; Drainage Excellent; Health and Climate Unsurpassed. Free Public Schools and Churches. Splendid opening for men of push and energy. No better point for profitable investment. No "Old Fog" element here.

Sites for Manufacturing Enterprises

And for Free Public Schools and Churches

Donated by the Sheffield Land, Iron & Coal Company.

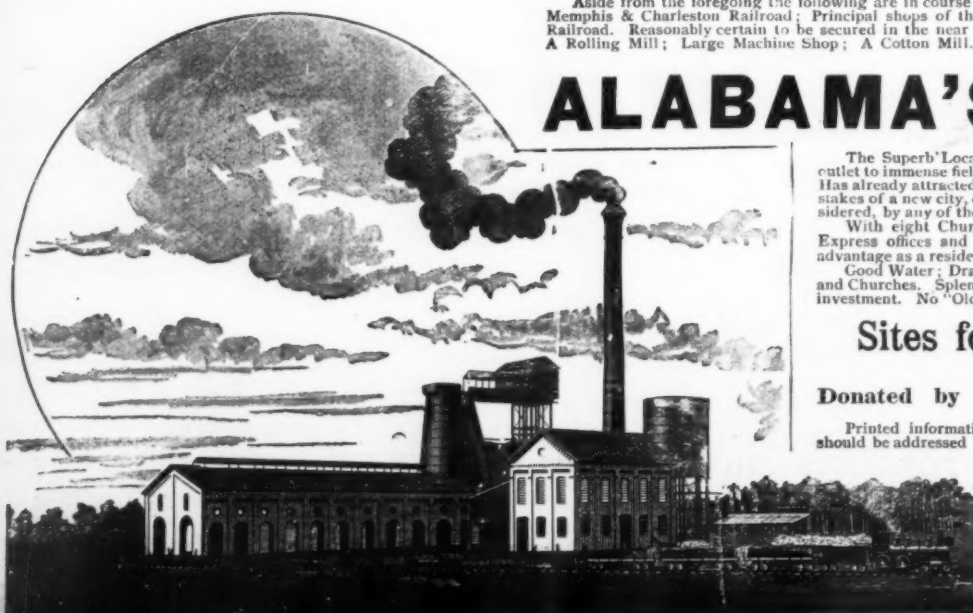
Printed information furnished on request. Correspondence solicited. Communications should be addressed

W. L. CHAMBERS,

Vice-President and Manager.

Sheffield Land, Iron & Coal Company,

SHEFFIELD, ALABAMA



The Staunton Development Co.

OF STAUNTON, VIRGINIA.

Authorized Capital \$2,000,000.

Shares \$100 par value each.

OFFICERS

M. ERSKINE MILLER, President, Staunton, Va.

S. M. YOST, Vice-President, Staunton, Va.

W. P. TAMS, Treasurer, Staunton, Va.

W. J. PERRY, Secretary, Staunton, Va.

DIRECTORS.

ISAAC WITZ, Staunton, Va.

S. M. YOST, Staunton, Va.

O. K. LAPHAM, Chicago, Ill.

GEORGE H. HULL, President American

B. F. EAKLE, Staunton, Va.

JED HOTCHKISS, Staunton, Va.

H. H. FAY, Capitalist, 28 State Street,

Pig Iron Storage Warrant Company, 44

JOHN McQUAIDE, Staunton, Va.

J. H. WAYT, Staunton, Va.

Boston, Mass.

Wall Street, New York.

ANDREW BOWLING, Staunton, Va.

M. ERSKINE MILLER, Staunton, Va.

W. L. FLEMING, Richmond, Va.

STAUNTON, VIRGINIA.

The Queen City of the Valley of Virginia.
Present Population 12,000.

Situated in Augusta county at the crossing of the Baltimore & Ohio and Chesapeake & Ohio railroads and accessible to the great coal and coke fields, namely: Connellsville, by the Baltimore & Ohio; Pocahontas or Flat Top by the Norfolk & Western and Chesapeake & Ohio, and New River Coke Fields by the Chesapeake & Ohio.

PROPERTY.

The lands acquired, aggregating 2,242 acres, more or less, are favorably situated within the city limits and adjoining the corporation lines, and it might be fairly said that about 240 acres are situated within the city of Staunton. The great bulk of the property lies between the Valley Railroad or Baltimore & Ohio Railroad and the Chesapeake & Ohio Railway, and is most admirably situated for railroad switches and side tracks to reach manufacturing enterprises. Several streams of good water run through the lands, affording abundant water supply for factories and fine drainage.

CAPITAL STOCK.

The authorized capital is two million dollars. One million two hundred thousand dollars of stock will now be issued,

of which \$204,800 has been disposed of, leaving \$800,000 of stock in the treasury, to be hereafter issued, if it should be deemed wise to do so.

Subscribers will bear in mind that with every two shares of stock they will be entitled to either a business or residence lot, to be determined by a drawing at a date to be hereafter designated.

BOOKS OF SUBSCRIPTION NOW OPEN.

Staunton is within six hours' ride from Washington, seven of Baltimore, nine of Philadelphia and eleven of New York.

It has an excellent system of water works, paid fire department, electric light and gas companies, ice factory, street car line under construction, four newspapers, handsome opera house, commercial college and other important industries that contribute to the welfare of the city.

FOR SUCH INDUSTRIES AS

COTTON MILLS,
WOOLEN MILLS,
TANNERIES,
BOOT AND SHOE FACTORIES,
HARNESS AND SADDLE FACTORIES,
FURNITURE FACTORIES,
CARRIAGE AND WAGON FACTORIES,
FLOUR MILLS,
GRIST MILLS,
CRACKER FACTORIES,
CANNING FACTORIES,
COTTON-SEED OIL MILLS,

DALLAS, TEX.

Is equal to any locality
in America in its
combined advantages of

**CHEAP AND
ABUNDANT
RAW MATERIAL
READY,
PROFITABLE
AND EXPANDING
MARKET.**

**DISTRIBUTING FACILITIES,
ELIGIBLE SITES,
GOOD CLIMATE.**

Any worthy industries
will be aided liberally by the

DALLAS MANUFACTURERS' AID & IMPROVEMENT CO.

711 Main Street, Dallas, Texas.

BEDFORD CITY LAND & IMPROVEMENT CO.

BEDFORD CITY, ^{LAT} LIBERTY, VA.

By special act of the Legislature of Virginia the Bedford City Land & Improvement Company was chartered with the most liberal grants of power. The company has been fully organized.

AUTHORIZED CAPITAL - - - - \$1,000,000.

JAS. M. BERRY, (of Berry Bros., Tobacconists,) President.
R. B. CLAYTOR, (of R. B. Claytor & Co., Merchants) Vice-President.
J. LAWRENCE CAMPBELL, (of Burks & Campbell, Attorneys-at-Law,) Secretary.
S. M. BOLLING, (of Bolling, Wright & Co., Tobacconists,) Treasurer.

BOARD OF DIRECTORS:

MARTIN F. BUKES,	R. B. CLAYTOR,	J. M. BERRY,
C. W. WHARTON,	J. LAWRENCE CAMPBELL,	T. D. BERRY,
S. M. BOLLING,	SAMUEL GRIFFIN,	W. W. BERRY,
DR. W. W. SMITH, President of Randolph-Macon College,		
REV. A. E. DICKINSON, D. D., Editor of the Religious Herald, Richmond, Va.		

The Company is solvent and its business is conducted on the soundest business principles. It is not engaged in wild booming.

Only \$300,000 worth of stock has been offered to the public.

The Company owns nearly 800 acres, containing the best residence, business and manufacturing sites. The stock which is offered is in ten-dollar shares, payable \$3 per share cash when subscribed, \$1 each thirty days thereafter, until \$5 is paid on the share. For this the Company issues paid up non-assessable certificates of stock. The money thus raised is to be applied to the improvement of the property.

Bedford City is not an old field, but a thrifty, growing community, in the most healthful and beautiful mountain region in Virginia.

Mean yearly temperature 53.7; Winter, 44; Summer, 78.

A few miles from the peaks of Otter, it would be difficult to exaggerate the exquisite beauty of the scenery and the tonic quality of the atmosphere. Within a days ride of Boston, New York, Philadelphia, and a few hours from Baltimore, it presents unusual advantages for health seekers.

The present population is nearly 4,000. There are 30 manufacturing enterprises, large and small, in operation, and 10 new secured with capital provided, which go into work as soon as buildings can be put up and the plants erected.

On the Company's lands are the elegant Randolph-Macon Academy, the largest school for boys in the South, and the Jeter Memorial Institute for young ladies, which will be commenced within six months. The Norfolk & Western R. R. Co. will build a fine passenger depot near a first-class hotel, to cost \$75,000. Poindexter, the architect of the Academy, is now preparing plans.

The Bedford City Company offers the most beautiful residence sites in the western part of the town, in which direction it is rapidly building.

This is the safest and best investment offered anywhere in Virginia. It is a golden opportunity to get property in a splendid section, as rich in minerals as it is healthful and magnificent in the grandeur of its mountains.

A new railroad from Glasgow to Atlanta will be built. Its construction will begin this year. For further particulars address

J. M. BERRY, President of Bedford City Land & Improvement Co., Bedford City, Va.

DENISON, TEXAS.

The "QUEEN" City of the Southwest,

— AND —

* GATEWAY *

— TO THE —

GREAT STATE OF TEXAS.

The City of Denison presents the Finest Opportunity of any City in the Southwest for the Investment of Capital in Large or Small Sums.

DENISON is situated in Northeastern Texas near inexhaustible beds of coal and iron, surrounded by the finest fruit lands in the world, and adjoining the INDIAN TERRITORY, which, in the nature of things, must in a few years be opened to settlement.

The growth of Denison has been a natural one, the city having reached its present size—16,800 population—in sixteen years.

The city is regularly and beautifully laid out. Railroads run from it in four different directions. The Missouri, Kansas & Texas alone does an enormous business, having 54 miles of switch track in Denison, employing 500 skilled workmen and disbursing \$150,000 a month in wages.

The first public school in the State was established here, and the city's elegant two and three story brick school buildings, surrounded by attractive grounds, are well arranged for the use of the white and colored children. Its schools are in session ten months in each year.

We have sixteen church societies, seven of which are colored.

The city is well supplied with pure water from its numerous private wells—dug in the ground—and its first-class system of water works, giving the citizens ample protection against serious loss by fire, and enabling the insurance companies to rate the city first class as to fire hazard. Rate of taxation low.

The city has four miles of street railway, and a six-mile motor railway; has two electric-light companies and a telephone plant. It has an influential New England colony, and counts among its citizens people from every State in the Union.

A large hotel, to cost \$125,000, is to be erected here this year, and a large steel plant with \$2,000,000 of capital is contemplated.

30,000 bales of cotton were shipped from Denison in 1889. 200,000 baskets of strawber-

ries and several carloads of peaches and other fruits have been shipped to market this season.

The Denison Canning Co., capitalized at \$100,000, has one of the largest canning factories in the country.

A cotton mill company with a capital of \$500,000 is building a 25,000-spindle cotton mill.

The climate of Denison is magnificent, situated nearly 800 feet above sea level. In summer it is warm, but far cooler than many cities farther North, and from 6 P. M. until after sunrise it is always cool. The city is very healthy.

The capacity of the ice factory has been increased from a daily output of 15 tons to 30.

The Denison Land & Investment Co. is prepared to give every reasonable encouragement to manufacturers, and solicit correspondence from such manufacturers as contemplate coming into the Southwest to locate.

Address all communications to

THE DENISON LAND & INVESTMENT COMPANY,

DENISON, TEXAS.

Paid-Up Capital, - - - - - \$1,200,000.

OFFICERS:

W. P. RICE, President.

MILTON H. FRENCH, Vice-President.

B. J. DERBY, General Manager.

ARTHUR L. BERRY, Secretary and Treasurer.

DIRECTORS:

W. P. RICE,
J. M. FORD,
SAM STAR,

Kansas City, Mo.
Kansas City, Mo.
Denison, Tex.

B. J. DERBY, Burlington, Vermont.
ARTHUR L. BERRY, Denison, Tex.
M. V. B. CHASE, Augusta, Maine.

MILTON H. FRENCH, Thomaston, Maine.
B. C. MURRAY, Denison, Texas.
JOS. B. LINCOLN, Boston, Mass.

* LURAY, * Virginia. *

2,500 Acres Town Lands,

8,000 Acres Mineral Lands,

Luray Inn and Caverns.

The Valley Land & Improvement Company,

Capital Stock, \$2,000,000.

Luray, Page County, Va.

DIRECTORS.

D. F. KAGEY, Luray, Va., President.

G. C. MARSHALL, Uniontown, Pa., Vice-President and General Manager.

T. E. McCORKLE, Lexington, Va.

DR. W. L. HUDSON, Luray, Va.

G. K. MULLIN, Philadelphia, Pa.

DR. A. M. HENKEL, Staunton, Va.

J. W. MILLER, Mount Jackson, Va.

EXECUTIVE COMMITTEE.

D. F. KAGEY,

G. C. MARSHALL,

T. E. McCORKLE,

G. K. MULLIN.

Secretary, T. E. McCORKLE.

Treasurer, H. M. KERR, Kagey & Co.'s Bank.

Attorney, T. E. McCORKLE.

Associate Counsel, H. J. SMOOT,

Manager of Inn and Caverns, G. K. MULLIN.

Bankers, D. F. KAGEY & CO., Luray, Va.

CHARTER, PROPERTIES, &c.

The Valley Land & Improvement Company has been organized under the most liberal charter ever granted by the State of Virginia.

2,500 acres for manufacturing purposes and building sites. These lands are in and around the hotel, caverns and town of Luray on an undulating plateau, protected on either side by the Massanutten Mountain and the Blue Ridge Mountains.

8,000 acres of the best mineral properties in Virginia, consisting of iron, manganese and other valuable minerals which have stood the test of examination by the ablest geologists of the country.

The company owns the celebrated Luray Inn and the Luray Caverns.

Page County stands at the head of the list as having a greater variety of minerals and richer than any other county so far as known in the State.

In addition we have the finest kind and a great variety of virgin timber and fire-clays, slates, beautiful marbles, ochres, umber and mineral paints.

LOCATION, RAILROADS, &c.

Luray, now a town of about 2,500, is the county seat of Page county, has five churches, splendid schools, fine stores, three newspapers, flouring mill, cigar factory, &c.

The town is on the Shenandoah Valley Railroad, of the Norfolk & Western system, and is the best location in Virginia, four hours from tidewater.

Two new lines projected connecting closely with Baltimore and Washington and insuring cheap freights.

Luray has largest tannery in the world, annual pay roll over \$350,000.

Inexhaustible water supply, agricultural resources, charming climate.

Fine natural sites for furnaces and manufactories of all kinds fronting the railroad, reserved by the company, which by donations of land and in every possible way will promote Luray's manufacturing interests.

LOTS, CAPITAL STOCK, &c.

Capital stock \$2,000,000, shares \$100.

One million of stock reserved in treasury for betterment.

One million now offered for sale.

Books open at the bank of D. F. Kagey & Co., Luray, Va.

The company reserves the right to close the books any time before the full amount of the one million is sold.

Twenty per cent. must be paid on subscription, 20 per cent in 30 days, the balance equally in six and twelve months.

When half of the subscription is paid in subscribers have the right to use their stock in payment on lot purchases.

The company feels safe in saying that with the magnificent property in hand, the Inn and Caverns, it will be enabled when thoroughly under way to pay four or five per cent. dividend on the stock sold, independent of lots and mineral lands.

The company already owns an electric plant which will be considerably enlarged.

Complete system of water works and many other improvements projected. Investors are referred to Mr. J. W. Wheeler, Cashier Drivers and Mechanics' National Bank, Baltimore, Md., for full information. H. C. Turnbull, Jr., real estate agent, 52 Lexington street, will receive subscriptions of stock in Baltimore.

The fullest investigation invited.

THE VALLEY LAND & IMPROVEMENT COMPANY, LURAY, PAGE COUNTY, VA.

THE GOSHEN, VA., SALE.

The First Sale of Lots

WILL TAKE PLACE ON

October 9th and 10th, 1890.

THE ROCKBRIDGE ALUM SPRINGS (20 minutes by rail) will entertain guests at a greatly reduced rate; the Cold Sulphur Springs Hotel, belonging to the Goshen Land & Improvement Company, will also be open, with free hacks for persons attending the sale. The Commercial Hotel at Goshen, belonging to the company, is now open.

The beauty of the location, fine scenery and pure water, make Goshen pre eminent as a town site. It is the center of the great mineral springs belt of Virginia, where thousands from New England and the Gulf gather during the summer for pleasure and health. It is "the land of promise and without plagues." The greatest chance ever offered in Virginia or the South to make money by investing in lots at the first sale (which has never yet failed to make money for the purchaser) is now presented.

More plants secured before the sale; more railroads building to it; more skilled labor to be employed; more houses needed than at any other new town ever started in the South.

Now is the Chance of a Lifetime.

Reduced Fare on all Railroads.

THE PALACE HOTEL

is now under construction by R. C. Ballinger & Co., the well-known contractors of Philadelphia. This Hotel, built of stone and pressed brick, will be the finest in the State.

Goshen is the Coming Railroad Center of Virginia.

The junction of the Pittsburgh & Virginia with the Chesapeake & Ohio; the Camden System of West Virginia, representing the Baltimore & Ohio, is building to a point

within 40 miles, on a direct line to Goshen, as its Southern outlet; the Davis System of West Virginia, representing the Pennsylvania Railroad, is building to a point within 65 miles toward Goshen as its Southern outlet; the Romney & Moorefield Railroad will be extended through Pendleton and Highland counties to Goshen, making in all five railroads. Goshen is the center of the largest deposits of iron ore in Virginia, nearest to the largest and finest body of coking coal in the world, and these railroads will also open to this center the great timber country of West Virginia.

Goshen is to become the great manufacturing center of the Virginias, and to this end has already secured and contracted for more large plants before the first sale of lots than any other new town in the South.

INDUSTRIES SECURED

And Now Under Construction.

Victoria Furnace (one of the largest in America) now in operation, employing over.....	300 men
Rolling Mill under construction, with a capital of \$300,000 to employ not less than.....	150 men
Iron Tube Works, with a capital of \$500,000, giving employment to.....	350 men
Car Works, with a capital of \$500,000, which will give employment to.....	500 men
The Woodcock Iron Works Co., of Auburn, New York, capital \$60,000, to employ.....	60 men
Keystone Machine Co. of Williamsport, Pa., to manufacture wood-working machinery, and giving employment to.....	50 men
The Goshen Planing Mill, to employ.....	60 men
The Goshen Brick Co., employing.....	40 men
Total Number of Employees.....	1,610 men
Capital Invested in the above plants, over.....	\$3,000,000.00

In addition to the above, the Goshen Land & Improvement Co. have under direct consideration a large wagon factory from New York, to employ 300 men; large engine works, to employ 350 men; a wood-working establishment, to employ 120 men, and several other important enterprises. **THIS GIVES GOSHEN ON A CERTAINTY SIXTEEN HUNDRED MEN** under employment, the majority of whom will be skilled laborers, insuring a population of 8,000. Including the other enterprises now under consideration, it will give a population of over 11,500.

For Specific Information, Apply, in the West, to H. W. FULLER, G. P. A., Cincinnati, O.; in the East to C. R. BISHOP, G. P. A., 513 Pennsylvania Avenue, Washington, D. C., or to JNO. D. POTTS, Passenger Agent, Richmond, Va.

Auction Sale of Inside Lots at Roanoke, Va.

FRIDAY, OCTOBER 17th, 1890.

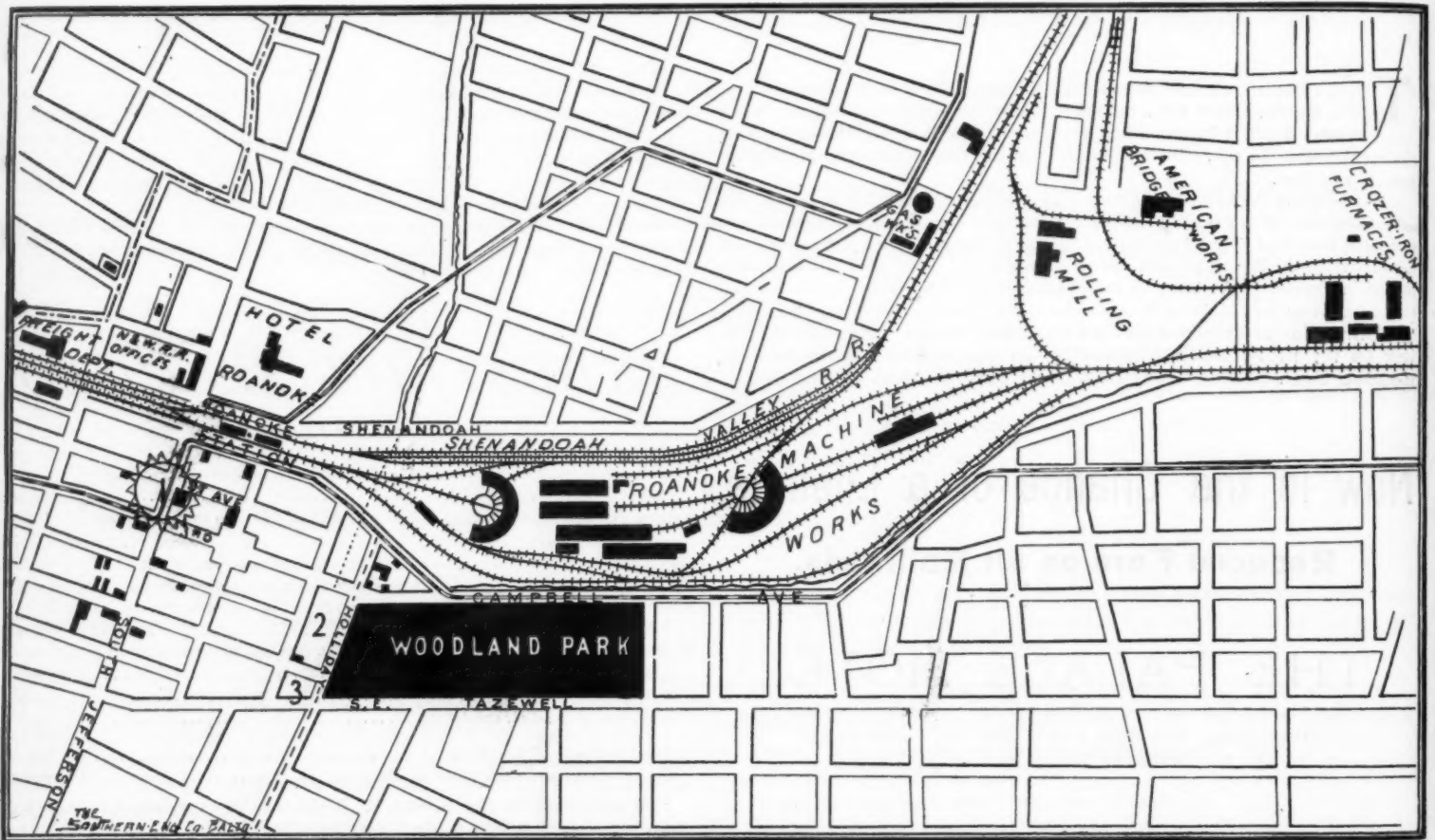
The Woodland Park Land Co.

JAMES S. SIMMONS, PREST. AND TREAS.

ROANOKE, VIRGINIA.

This company has purchased the **WOODLAND PARK PROPERTY** (see map for location) in the heart of Roanoke, and will offer it for sale in lots—50 25 foot business lots and 100 40 foot residence lots. This property is only $3\frac{1}{2}$ blocks from the business center of Roanoke, the great industrial and commercial center of Southwest Virginia.

All the 150 Lots in it will ultimately be **BUSINESS PROPERTY.**



1.—BUSINESS CENTER OF ROANOKE. 2.—SITE OF ROANOKE & SOUTHERN FREIGHT STATION. 3.—SITE OF ROANOKE & SOUTHERN PASSENGER STATION.

ROANOKE is the center and headquarters of the industrial movement in Virginia. It is to-day the most conspicuous city in the mineral belt. Its future is absolutely assured. Railroad facilities, established industries, the best tributary territory in America, the backing of the strongest crowd of investors in the South and the energy and enterprise of its own people are the basis of its present prosperity and insure its future growth. Its record of increase from 400 to 22,000 in the last decade will be outdone in the next decade.

For these reasons Roanoke real estate is gilt-edged. It is a good investment. Added to this is an active local market, in which visitors attracted from all quarters take part. Transactions aggregate hundreds of thousands of dollars weekly. It is a market for quick returns and big profits.

\$300,000 paid out monthly at Roanoke to mechanics, miners and railroad men of the Roanoke district.

Woodland Park has on one side the Roanoke Machine Works, employing 1,600 men and the other big industrial establishments of the city, and on the other side the banks, postoffice, retail stores, railway stations and hotels.

Woodland Park lots will be scheduled at prices that will admit of from 100 to 300 per cent. profit immediately.

It is one of the best opportunities for profitable real estate speculation ever offered in the United States.

Large delegations from Baltimore, Philadelphia and New England are expected to attend this sale. It will be the big event of the autumn in Virginia.

WOODLAND PARK LAND COMPANY,

E. A. PARSONS, Secretary.

JAMES S. SIMMONS, President.

ROANOKE REALTY.

AN AUCTION SALE. On October 17 there will be held at Roanoke, Va., an auction sale of lots in Woodland Park, a body of ground three blocks distant from the business center of the city. This ground is cut east and west by three streets—Campbell on the north, Woodland Avenue in the middle, Tazewell on the south. Campbell Street has here a frontage of 1,250 feet, divided into 25-foot business lots; Woodland is a residence street, and will remain so until the hill shall be graded down in the future. On its south side are 1,300 feet, divided into 40-foot residence lots, all as pretty as a picture. The 1,300 feet of 40-foot lots opposite on the north side are not so good as the ground dips on that side. Tazewell, the southern boundary of Woodland Park, being quite level, is semi-residence, semi-business. Now if the reader will supply two cross streets to this description, he will have in his mind a map which it is important to keep before him in following this story to its conclusion.

A POSTULATE. Roanoke, already a city of 20,000, is admittedly one of the future great cities of the Southern industrial region. It has everything in its favor. It is a solid place with an assured metropolitan future as a commercial, railroad and industrial center. But this is no place to argue about Roanoke. Unless the reader understands and admits its commanding position and assured destiny, let him drop this matter right here, because Woodland Park stands or falls by Roanoke.

AN ILLUSTRATION. Thus we start out with two well-defined ideas: The lay-out of Woodland Park and the assured position of Roanoke City. Now for an illustration. Most all great stores, like Macey's, in New York, and Whiteley's, in London, and the Bon Marche, in Paris, have what they call bargain counters. These are trade stimulants or enliveners. They offer to shoppers at certain times certain articles at or below manufacturers' cost. People scramble for these bargains and the shop recoups by other pur-

own in order to accelerate the compassing of her great destiny.

THE PROFITS. Now let us turn a money-making eye toward Woodland Park in Roanoke. Standing at the northwest corner we will take up Campbell Street, the business frontage, first. Remember Campbell is by common consent the coming great thoroughfare of Roanoke. But from the point where we are standing, eastward, Campbell Street represents three great streets, which here form a junc-

like Roanoke \$250 a foot, some might say. Suppose you go to the auction and get it knocked down to you at \$150 or \$.00 a foot? Such things do happen at auctions sometimes. Then your profits are as deep as a well and as wide as a barn-door.

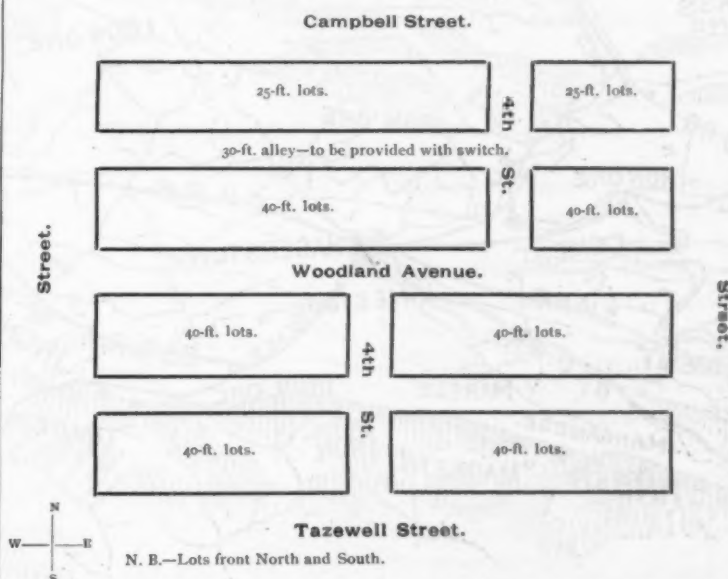
Now let us stand at the southwest corner of the Park and look up Tazewell Street, with its 1,400 feet of 40-foot lots. Adjoining, a lot has changed hands at \$150 a foot. The Roanoke & Southern depot is hard by. Suppose you bid Tazewell in from \$00 down to \$40, where are you? You're flying.

Woodland Avenue suggests two points right straight—elevation and foliage. What a grand prospect, what a noble forest! Trees are worth nothing to Campbell Street. The cordwood will pay for clearing. They are valuable on Tazewell and invaluable on Woodland. Have the driving people of Roanoke stopped to consider the value of trees? Woodland Park is clothed with a splendid forest. When Captain Frierson, the celebrated auctioneer, saw the trees, he said they'd be worth \$500 apiece in Chattanooga. On the south side of Woodland Avenue the residence sites are simply unrivalled in Roanoke, because of elevation, foliage and nearness to business. This street will be the last to be taken possession of by business. Some of the frontage has been eagerly sought at \$50 a foot, but it is all reserved for the auction, and will go at auction prices.

Campbell street will be solid business; Tazewell will be utilized for residences, boarding houses perhaps and semi-business, paying heavy income. All the property is choice of its kind, except a few lots which are broken.

This remarkable sale on October 17 will inaugurate the great fall activity in Roanoke.

A ROUGH DIAGRAM OF WOODLAND PARK.



chases of the great crowds thus attracted. Roanoke, like a great and reliable store, has no end of purchasables well worth the money of buyers. Woodland Park is a bargain counter which will attract great crowds of people, who, though they will come for that special purpose, will not confine their purchases to the 50 business lots and the 100 residence lots in Woodland Park, but will see for themselves the great opportunities all over Roanoke, and will invest very largely. Roanoke wants outside investment; she wants new blood and energy to mix with her

tion—Campbell, itself, Salem Avenue and Railroad Avenue. Standing with our face toward Woodland Park, two blocks to our right, will be the great Terry office building, costing \$90,000. A few steps distant, still to our right, are to be the freight and passenger depots of the Roanoke & Southern. Still to our right, within half a square, large frontages have already changed hands at prices exceeding \$250 a front foot. From our point of observation, 1,250 feet eastward, extends the business property of this auction, running back to an alley with prospective switching facilities. What is it worth? In a rising market

Great Sale of Lots, October 21, 22 & 23, 1890.

Come to HAGERSTOWN,

THE MAGIC CITY OF MARYLAND.

❖ WHERE MONEY GROWS RAPIDLY. ❖

THE INTER-STATE METROPOLIS.

Population in 1884, 5,000. Population in 1890, 11,000.

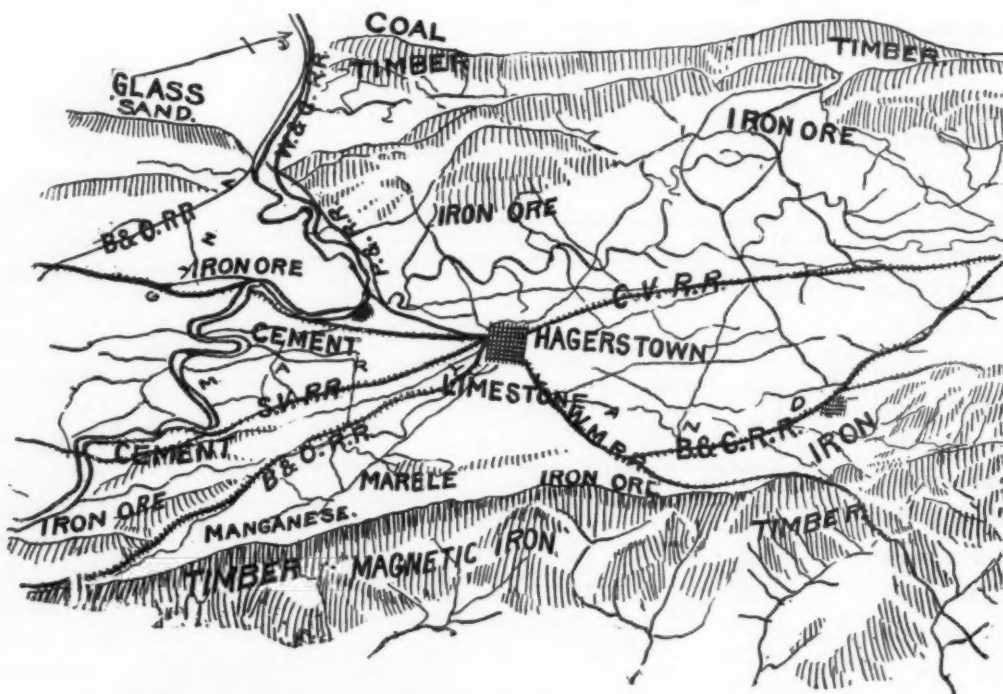
Her Growth Marvelous. Her Future Magnificent. 6 Railroads. Fifty Passenger Trains Daily (50.) Thirty-nine Mail Trains Daily (39). Unsurpassed for Manufacturing Facilities—95 already located, 6 in the last three months.

Its location commands the trade of Maryland, Virginia, West Virginia and Southern Pennsylvania. Substantial assistance given to manufacturers to locate here. Has magnificent Hotels, firm and well-graded Streets, Electric Lights, Pure Mountain Water and Free Postal Delivery.

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Manufacturing Locations.

Every Desirable Advantage here for all who are seeking Homes, Business, or

This contour map shows the location and railroad facilities of Hagerstown, in the "Garden Spot" of the Cumberland Valley.

Hagerstown Manf'g., Mining & Land Improvement Co.

WASHINGTON COUNTY, MD., REAL ESTATE DEALERS,

Own and Control about 1,000 Acres of Land adjoining the City Limits.

Capital Stock,	-	-	-	-	\$1,000,000
Remaining in Treasury,	-	-	-	-	575,000

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900 Lots will be offered October 21, 22 and 23, 1890, VERY CHEAP. Lots sold June 12th, 1890, have trebled in value in 60 days. Come to the Sale and get on the ground floor. Easy Terms for all.

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FORMERLY SANDS, VA.

The Manganese City.

CAPITAL STOCK \$1,000,000.

SHARES \$100.

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 GEO. W. KIELY, Toronto.
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D. F. KAGEY & CO., Luray, Va.
 THE HANOVER NATIONAL BANK, New York.

The company owns 1,100 acres of Building Lands; also, over 5,000 acres of Mineral Lands, embracing Manganese, Iron, Copper, Slates and Building Stone.

The building lands surround the present town of Stanley (formerly Sands), and are located on an elevated plateau in the center of the beautiful Page valley, eight miles south of Luray, on the Shenandoah Valley Railroad. Surveys of the new avenues and streets are now completed.

Maps, designating villa, residential sites, lots for business purposes and locations for manufacturing enterprises will be ready for distribution in a few days.

Locations for meritorious manufacturing plants will be given free.

The surrounding valley and mountain scenery afford a panorama of unparalleled grandeur.

The street beds will be heavily metaled with white quartzite.

Electric light and water works will be provided at once. The supply of water will come from several adjacent springs in the Blue Ridge, two of which are lithia, affording the inhabitants a drinking fluid unequalled in purity and temperature.

The mineral belt owned by the company, adjacent to the town lands, embraces the richest Manganese and Iron district in the South, so pronounced by the highest authorities. The Manganese district is the larger part of that in which are located the celebrated Eureka Manganese Mines, the rival of the famed Crimora Mines.

Contracts are being made for the erection of a Ferro Manganese Furnace, 100 tons capacity, and an Iron Furnace 200 tons capacity.

Several manufacturing enterprises are already established.

The great and inexhaustible forests of the Blue Ridge, near by, have made Stanley for years past one of the heaviest shipping points for all kinds of timber and bark in this section of Virginia.

Six passenger trains daily, north and south. The Shenandoah Valley Railroad connects with other lines at Hagerstown, Md., at Shenandoah Junction, at Charlestown, at Riverton, at Waynesboro' and at Roanoke, affording an outlet for shipments to every section of the United States.

\$500,000 of the stock remains in the treasury subject to the control of the stockholders for any further betterments that may be determined upon.

Terms of subscription, 10 per cent. down on each share, and 5 per cent. monthly until paid in full.

A limited amount of the \$500,000 placed on the market may be had upon application to D. F. KAGEY & CO., Bankers, Luray, Va., or GEO. J. KIELY, Treasurer, Stanley, formerly Sands P. O., Page Co., Va., who will give all further information.

THE PUBLIC SALE OF LOTS

WILL TAKE PLACE ON

OCTOBER 21, 22 AND 23.

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East Tennessee

LEAVING BOSTON SATURDAY AFTERNOON, OCTOBER 4th,

ARRIVING IN CARDIFF MONDAY, OCTOBER 6th.

The Visitors will have an opportunity for a stay of several days in

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TO CARDIFF,

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Special Excursion Trains

WILL BE RUN


From all Sections of the Country,

ARRIVING IN CARDIFF OCT. 6.

 The present issue of The Grottoes Company's Stock has all been placed, and the Drawing and Allotment of Business Lots will take place Tuesday, October 15th, 1890, and there will be a Sale of Lots immediately after the drawing.

The Grottoes Company

owns 25,000 acres of the best Iron and Timber lands, and 5,000 acres of unsurpassed City Site lands, or 30,000 acres all in one body, including the famous Weyer and Fountain Caves, the noted Grottoes Hotel, a large Electric Light Plant, two good Water Powers, twenty-five Brick and Frame Houses, a thousand acres of native forests in parks, etc. The buyer of 5 shares of stock will be allotted a good city lot, not less than 25x120 feet in size, without charge; and the buyer of 25 shares of stock will be allotted 5 city lots and one villa lot without charge.

 Go and see the property, where the City of Shendun is now being laid out, at The Grottoes, Shenandoah Valley Railroad, Augusta and Rockingham counties, Va., and you will agree that *nothing yet offered compares with it in intrinsic value.*

For prospectus, maps and information, address The Grottoes Company, Staunton, Va., or The Grottoes, Va.

Jed. Hotchkiss, President,
Staunton, Va.

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FOURTEEN months ago the population of the present site of Middlesborough, Ky., did not exceed 50; to-day the town has a population exceeding 6,000. It is a conservative estimate to say that in three years 50,000 people will be living here.

The amount of capital now invested in the development of Middlesborough reaches

• \$26,500,000 •

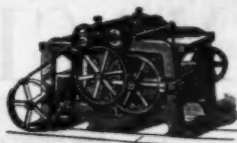
The history of the world does not show an instance of such amazing development in so short a time and on so sure and solid and permanent a foundation.

The developments here are in the hands of English capitalists, whose purpose it is to create around Cumberland Gap the greatest coal and iron development the world has ever known.

— Middlesborough Town Co.



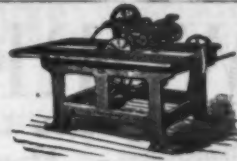
No. 3½—Pacific Planer and Matcher.



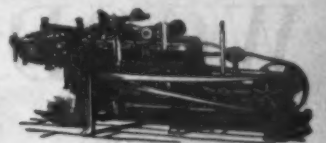
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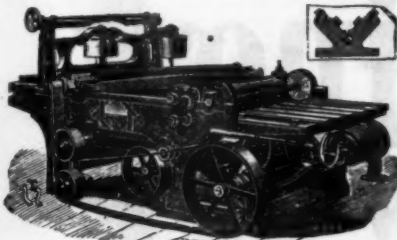
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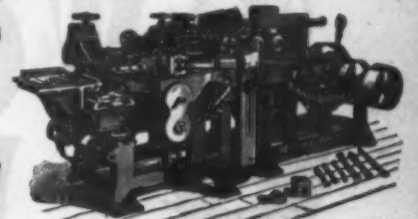
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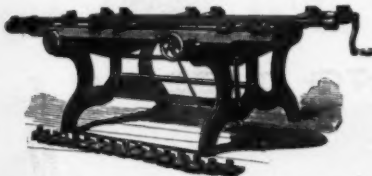
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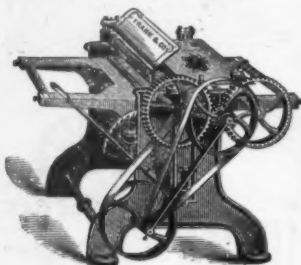
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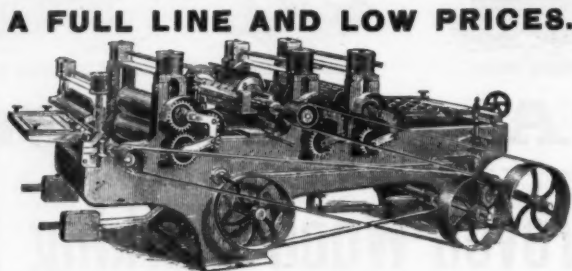
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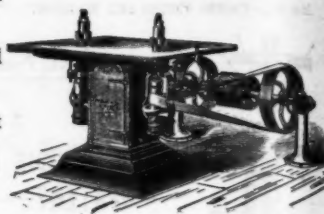
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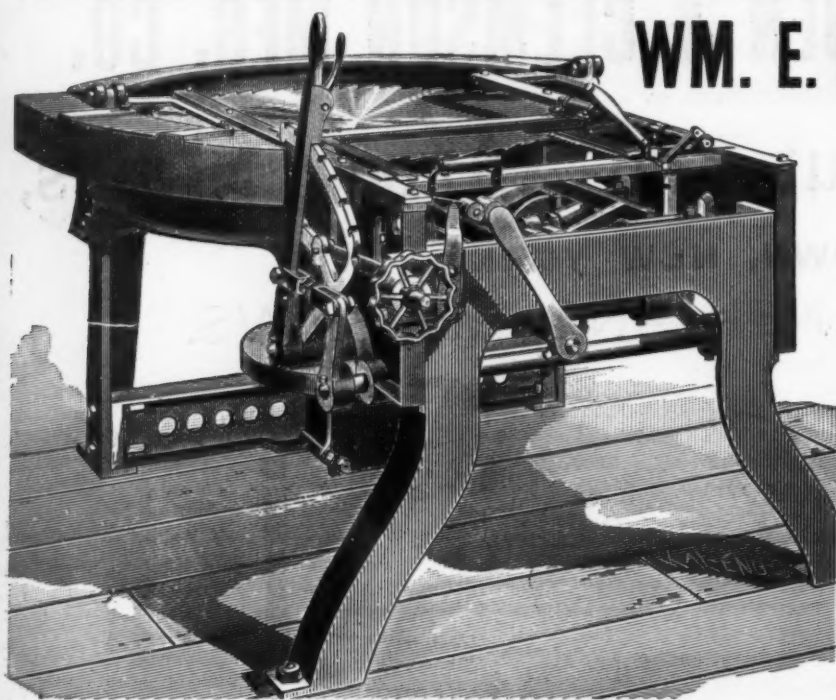
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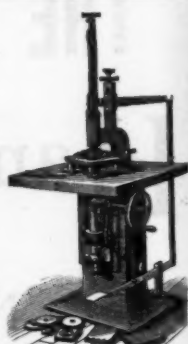
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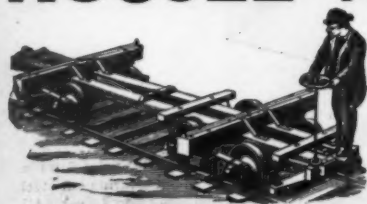
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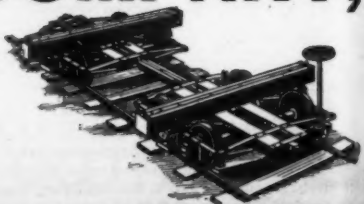
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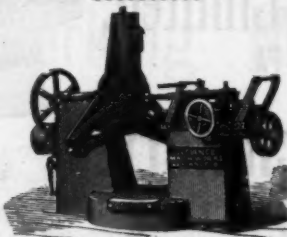
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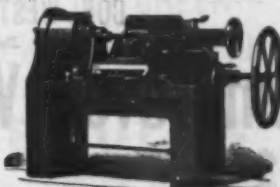
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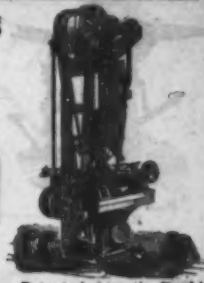
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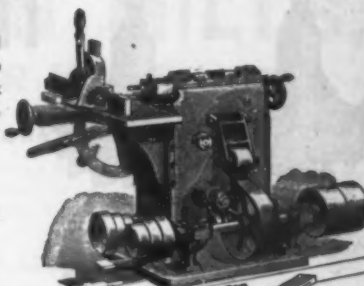
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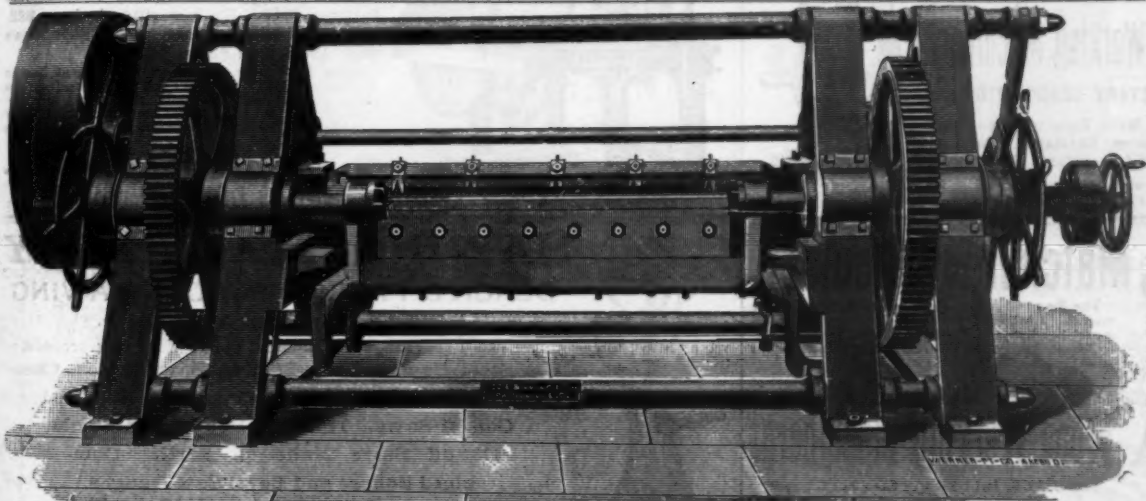
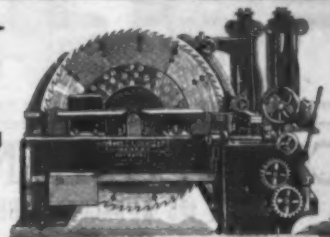
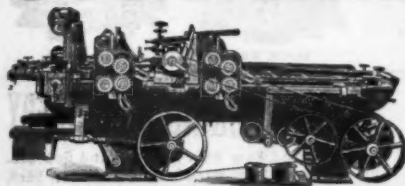
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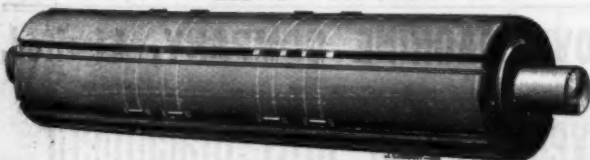
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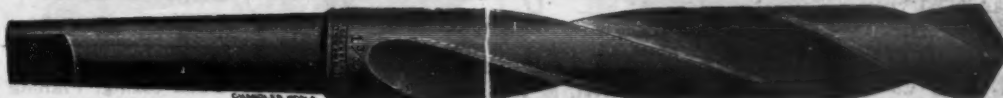


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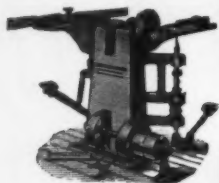
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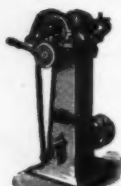
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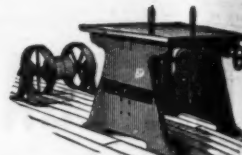
Blind Slat Tenoner.



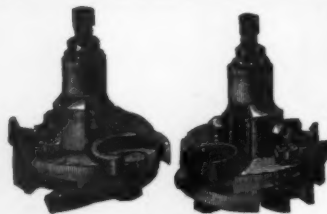
Pin Making Machine.



Band Saws.



Double Spindle Shapers.

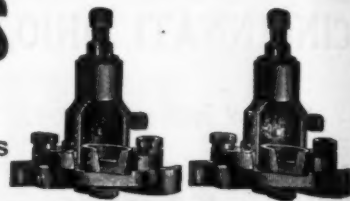


FLOORING MATCHER HEADS.

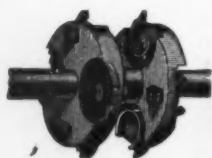
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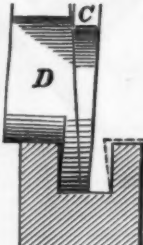


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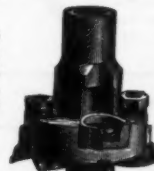


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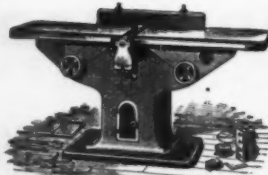


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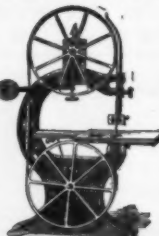
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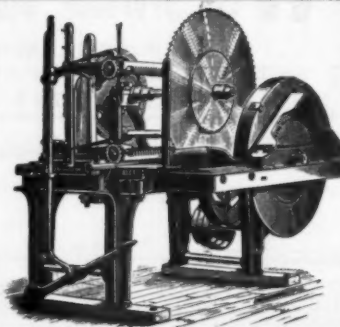
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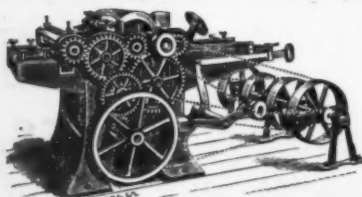
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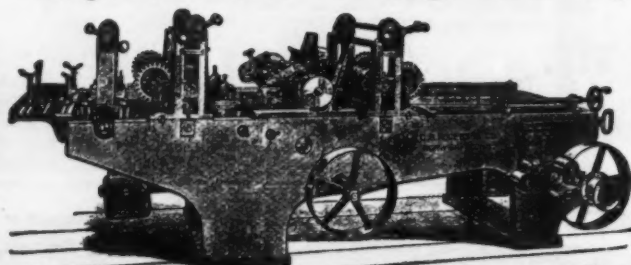
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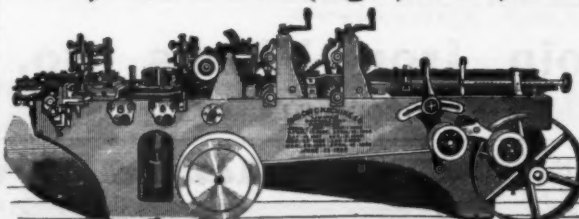
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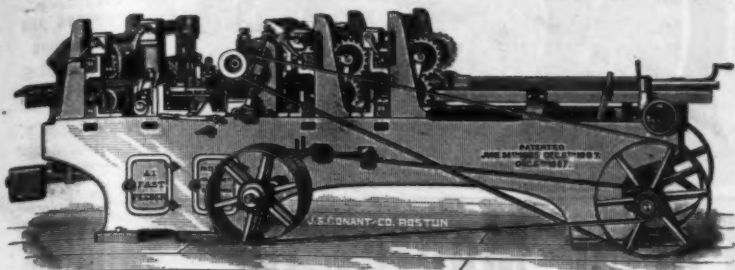


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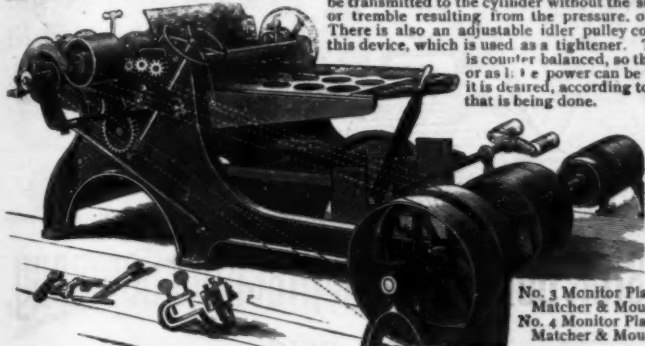
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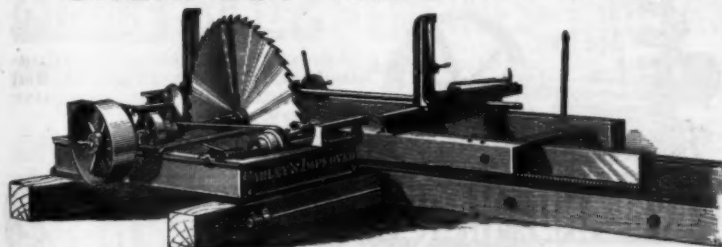
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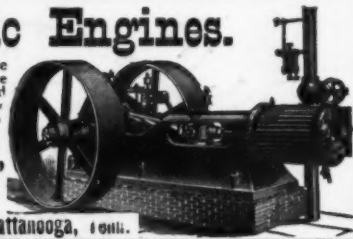
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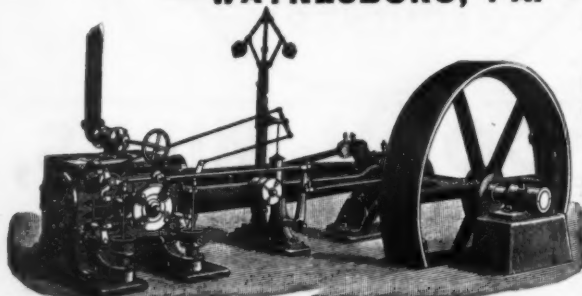
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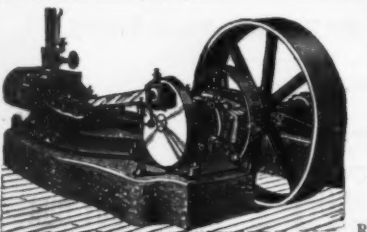
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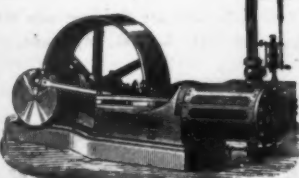
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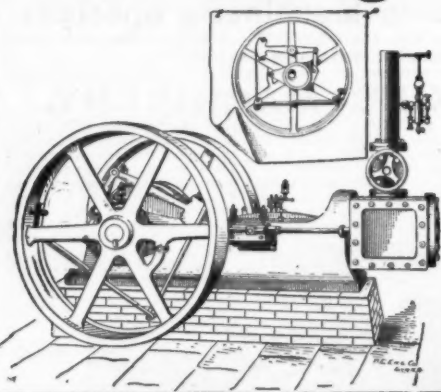
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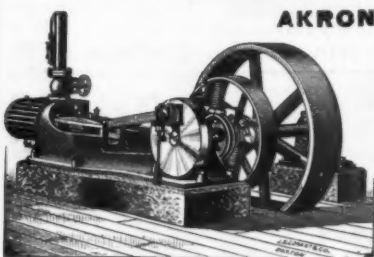
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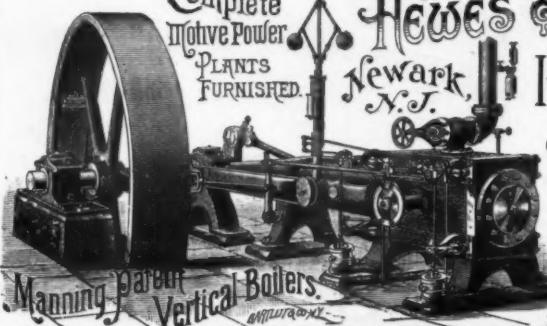


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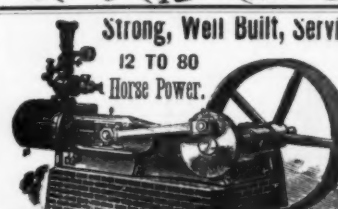
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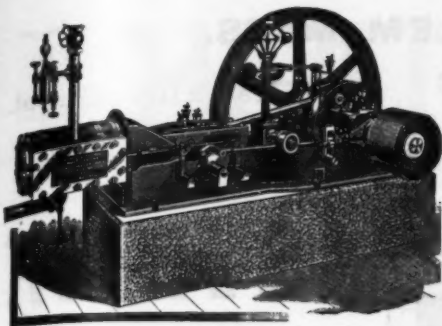


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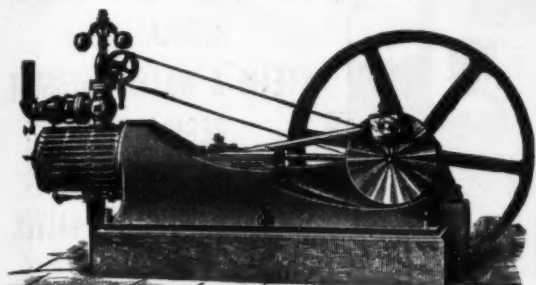
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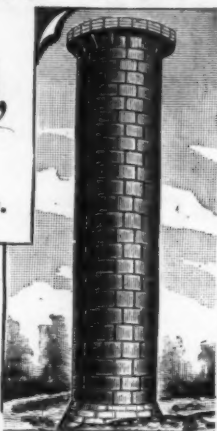
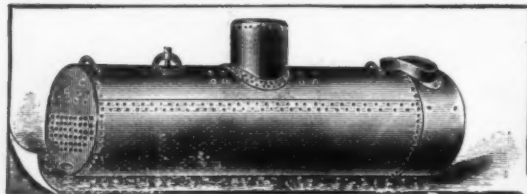
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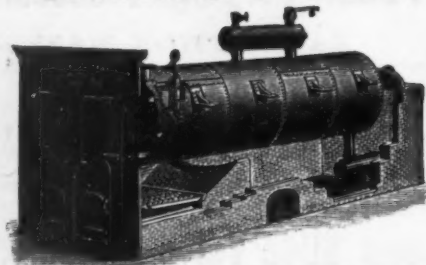
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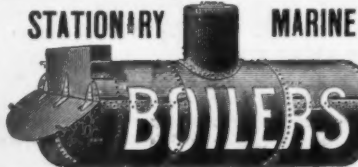
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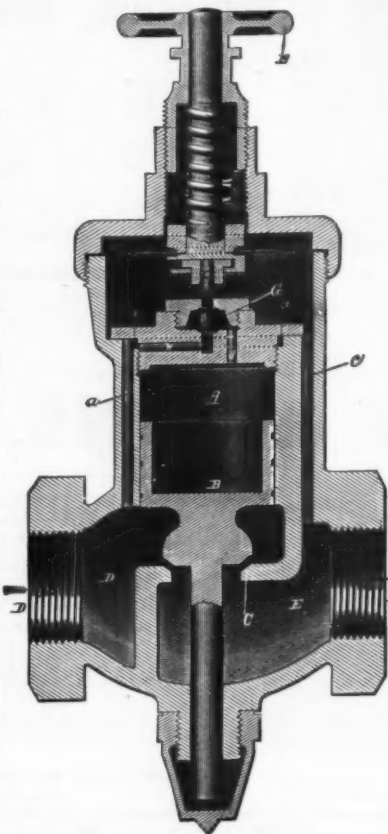
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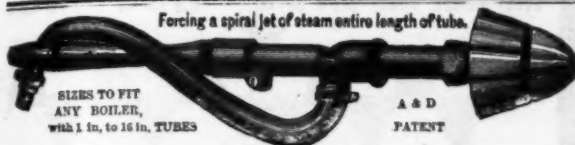
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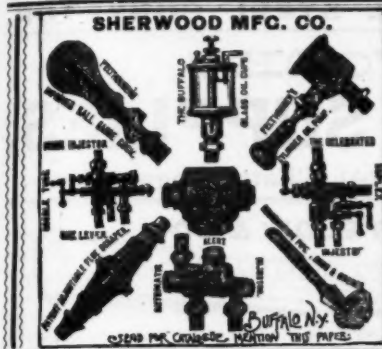


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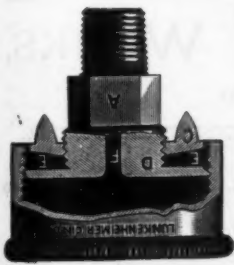
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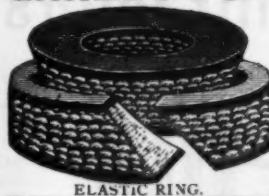
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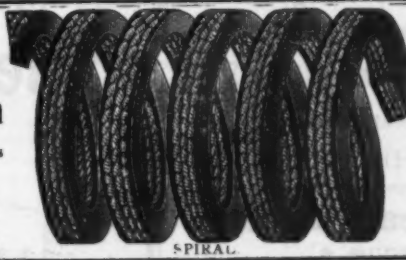
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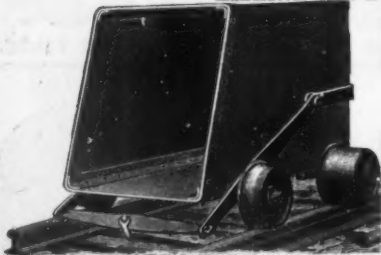
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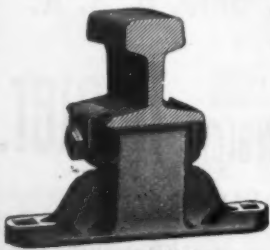


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Sample Chair and Section of Rail sent (express prepaid) to prospective purchasers. Made of cast iron or cast steel mixture and for any form of rail having a T rail form of base.

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Railroad Construction

Atlanta, Ga.—Railroad.—The completion of the preliminary survey for a line from Atlanta to Selma, referred to last week, is for the proposed Atlanta & Selma Railroad, and the Seaboard Air Line has nothing to do with the project.

Austin, Texas.—Electrical Railroad.—The South Side Rapid Transit Co. has been incorporated by A. Von Rosenberg, H. J. Doughty, W. M. Harris and others to build an electrical railroad 4 miles long. The capital stock is \$100,000.

Baltimore, Md.—Electrical Railroad.—The North Avenue Electric Railway Co. has commenced the extension of its road, previously referred to.

Baltimore, Md.—Electrical Railroad.—An electrical railroad of the Thomson-Houston system will be built at the refinery of the Baltimore Sugar Refinery Co.

Baltimore, Md.—Cable Railroad.—The Baltimore Traction Co. contemplates extending its line to Canton.

Barnwell, S. C.—Railroad.—Washington Adams has contract for trestling work on the South-bound Railroad, previously referred to.

Bay Ridge, Md.—Electrical Railroad.—The Chesapeake & Columbia Investment Co., organized by T. N. Smith, N. H. Sheen, Dr. W. P. C. Hazen and others, of Washington, D. C., contemplates, it is stated, building an electrical railroad on its property near Bay Ridge.

Bessmer, Ala.—Dummy Line.—William Berner, Robert Jemison, Samuel Mullen and W. H. G. Harding are reported as incorporating a company to build a dummy line.

Blacksburg, Va.—Railroad.—The Backsburg & New River Railroad Co. has completed its organization with J. E. Christian of Roanoke, president, W. E. Hubbert, of Blacksburg, vice president, and W. H. Graham, secretary, and made arrangements for a preliminary survey and obtaining of right of way. The capital stock is \$50,000.

Bridgeport, Ala.—Railroad.—A committee has been appointed by the Cumberland, Fort Payne & Atlantic Railroad Co. to secure right of way and have a survey made for its projected road, lately referred to.

Bristol, Tenn.—Electrical Railroad.—The Bristol Street Railway Co. will construct 3 miles of new road to be operated by electricity, and desires bids.

Broadway, Va.—Railroad.—The Broadway & West Virginia Railway Co. is organized for the purpose of building the railroad from Broadway to the West Virginia line, and from Broadway via New Market and Luray to Acquia creek, mentioned in last issue. Arrangements are expected to be completed shortly for the commencement of the work.

Buena Vista, Va.—Street Railway.—The Buena Vista Street Railway Co. has been organized with A. Gordon, of Staunton, president, and F. D. Coe, secretary, to build a street railway.

Chadburn, S. C.—Railroad.—The Wilmington, Chadburn & Conway Railroad Co., lately reported as to extend its line a distance of 10½ miles, will relay part of road now built with steel rails.

Chattanooga, Tenn.—Railroad.—Surveys have been made for the railroad mentioned in last issue (under Murphy, N. C.). The line is to run from Chattanooga to Murphy, N. C., with an arm to Dayton, Tenn. N. I. Maves can give information.

Chattanooga, Tenn.—Railroad.—M. M. Henderson, C. S. Henry and others contemplate the construction of an incline railroad up Lookout mountain, a distance of 5,000 feet.

Clarksville, Tenn.—Street Railway.—The construction of a street railway through South Clarksville is proposed.

Clarksville, Tenn.—Railroad.—Tracklaying has been commenced on the branch of the Louisville & Nashville Railroad Co. (office, Louisville, Ky.) to Dickson, previously reported.

Danville, Va.—Railroad.—The report which has been current that a Northern syndicate has been formed to build a railroad from Danville to the West is confirmed by T. W. M. Draper, of Norfolk, who is chief engineer and general manager of the company. The road is designed as a short line from Danville to Bristol, Tenn., and several preliminary surveys have been made. H. A. Hitchcock, of Norfolk, is financial agent.

Dayton, Tenn.—Electrical Railroad.—The Tennessee Industrial Land Co. has authorized W. Englewood to receive bids for the construction of an electrical railroad to belt its property.

Dublin, Ga.—Railroad.—The Macon, Dublin & Savannah Railroad Co., which is the name of the Macon & Dublin Railroad Co., as lately changed, will extend its line to Savannah or some point on the coast at an early date, as recently stated.

Edinburg, Va.—Railroad.—Tracklaying will commence shortly on the railroad mentioned in last issue as being built by the Liberty Iron Co. from Edinburg to Columbia and Liberty Furnaces. The equipment for the road has been

secured, and it is expected to be completed and in operation by November 1.

El Dorado, Ark.—Railroad.—The Arkansas Southern Railroad Co. has been incorporated by Paul F. Beardsley, J. A. Proctor, of Camden, E. C. Young and others to build a railroad from El Dorado south to the Louisiana line, a distance of about 15 miles. The estimated cost is \$150,000.

Elkins, W. Va.—Railroad.—M. J. McClusky and C. Sullivan have contract for grading 3 miles of the Elkhorn extension of the Norfolk & Western Railroad Co. (office, Roanoke, Va.), referred to in last issue.

Farmville, Va.—Railroad.—The widening of the gauge of the Farmville & Powhatan Railroad (office, Richmond), and the extension of same to Roanoke via Brookneal, referred to in last issue, has been authorized by the stockholders of that company, but no definite action has been as yet taken by the directors.

Fort Meade, Fla.—Railroad.—The Fort Meade Phosphate, Fertilizer, Land & Investment Co. will build 1½ miles of track for railroad connection with its works.

Franklin, N. C.—Railroad.—Macon county decided to issue the \$100,000 of bonds mentioned last week to secure the building of a railroad through the county. Several parties are negotiating with the authorities with a view to building the road, and construction is expected to commence at an early date.

Greenville, Texas.—Electrical Railroad.—Kansas City (Mo.) and Fort Scott (Kans.) capitalists are reported as contemplating the construction of an electrical railroad.

Greenville, Tenn.—Railroad.—A report states that the proposition for Greene county to subscribe for \$100,000 of the stock of the proposed Carolina, Greenville & Northern Railroad failed to carry by 14 votes.

Greenwood, S. C.—Railroad.—The railroad from Greenwood to Johnston, reported last week as being surveyed by J. G. Gibbs, of Columbia, is part of a proposed line to connect with the South Bound, now under construction, or else with the Blackville, Alston & Newberry Railroad, forming a new line to Charleston.

Houston, Texas.—Electrical Railroads.—W. H. Bailey and associates have petitioned the city council for a franchise to construct an electric street railway, and L. W. Hill, W. C. Wagley, W. H. Crank and others also applied for a similar franchise.

Houston, Texas.—Electrical Railroads.—The Houston City and Bayou City Street Railways, reported last week as purchased by parties who intended changing them to electric roads, will be operated by the Houston City Street Railway Co., which has amended its charter, increasing capital stock from \$400,000 to \$800,000.

Langtry, Texas.—Bridge and Railroad.—Samuel Hing, of El Paso, has, it is stated, secured contract for shortening the Galveston, Harrisburg & San Antonio Railroad (office, Houston) between Langtry and Flanders. The cut-off will shorten the road about 11 miles, and necessitate the construction of a bridge across the Pecos river.

Llano, Texas.—Railroad.—The proposition, lately mentioned, of C. E. Longcope, of Philadelphia, Pa., and associates to build a railroad to Llano from either Temple, Taylor or Waco, provided a bonus of \$90,000 was donated them, is said to have been accepted. They have offered to build the line from Taylor via Georgetown to Llano on condition that a bonus of \$50,000 and other inducements are donated by the citizens of Taylor.

Macon, Ga.—Electrical Railroad.—J. C. Burney, J. S. Baxter, T. J. Carling and others are reported as to charter the Ocmulgee Street Railway Co. to construct an electrical railroad.

Montgomery, Ala.—Railroad Bridge.—Contract for constructing the bridge for the Montgomery, Tuscaloosa & Memphis Railroad across the Alabama river near Montgomery has been awarded to the Phoenix Bridge Co.

Moorefield, W. Va.—Railroad.—Preliminary surveying has been commenced at Moorefield on the Bayard, Petersburg & Moorefield Railroad, reported previously under Bayard.

Morgantown, W. Va.—Railroad.—The Baltimore & Ohio Railroad Co. (office, Baltimore) is reported as to extend its road from Fairchance, Pa., to Morgantown.

Oneonta, Ala.—Railroad.—It is stated that surveys have been made for the projected extension of the Birmingham Mineral Railroad (office, Birmingham) from Oneonta to Guntersville, thence across the Tennessee river and along its bank toward South Pittsburg.

Paris, Tenn.—Railroad.—C. O. Faugh & Co. have contract for part of work on the Paducah, Tennessee & Florence Railroad between the State line and Paris.

Pineville, Ky.—Bridge.—The West Virginia, Pineville & Tennessee Railroad Co. has advertised for bids for the construction of a 449,000 iron bridge across the Cumberland river for its railroad, now under construction, to connect its coke ovens and furnace site with South Pineville.

Port Royal, S. C.—Railroad.—J. G. Gibbs, of

Columbia, writes that application will be made to the next legislature for a charter for a railroad to run from Port Royal towards the North Carolina line.

Philippi, W. Va.—Railroad.—A company composed of Clarksburg parties is reported as contemplating the building of a railroad from Philippi up Elk creek to Elk City.

Princess Anne C. H., Va.—Railroad.—Princess Anne county will, it is stated, vote in November on a proposition to appropriate \$150,000 toward the extension of the Norfolk & Virginia Beach Railroad, lately referred to (under Norfolk).

Richmond, Va.—Railroad.—The Richmond & Petersburg Railroad Co. will not consider the double-tracking of its road, previously referred to, until the completion of the James River Branch, which will be during this year. The road is 22½ miles long, extending from Richmond to Petersburg.

Roanoke, Va.—Railroad.—The sale of the Shenandoah Valley Railroad, extending from Hagerstown, Md., to Roanoke, and with branches aggregating 255½ miles, has been effected. The purchase was made by Louis Fitzgerald for the bondholders, pursuant to the plan for reorganization referred to last week, by which the Norfolk & Western Railroad Co. becomes the owner of the property. It is stated that as soon as the sale is confirmed, contract will be awarded for the construction of the line from near Luray to Washington, D. C. The price was \$7,100,000.

Savannah, Ga.—Railroad Bridge, etc.—The city council has passed a resolution to dispose of the city's holdings on Hutchinson island, and the privilege of building a bridge across the Savannah river to the island to the Middle, Georgia & Atlantic Railroad for \$2,500.

Selma, Ala.—Dummy Line.—The Selma Street Railroad Co., previously reported as to probably extend its line, has authorized an increase of the capital stock \$100,000 and an extension of its road.

Stagville, N. C.—Railroad.—The construction of a branch of the Lynchburg & Durham Railroad, (office, Lynchburg, Va.) from Stagville to a connection with the Atlantic Coast Line, and an extension west to Reidsville, is proposed.

Suffolk, Va.—Street Railway.—The Suffolk Street Railway Co. has been organized with J. B. Brimmer, president; A. L. Eley, vice-president, and Lee Britt, secretary, to construct a street railway.

Tallapoosa, Ga.—Railroad.—The Georgia, Tennessee & Illinois Railroad Co., mentioned last week (under Stevenson, Ala.) as securing its Alabama charter, has completed the survey for its line which will probably run from Tallapoosa via Tecumseh Alabama, Bluffton, Rock Run, Round Mountain and Fort Payne to Stevenson.

Trinity, La.—Railroad.—The widening of the gauge and the extension of the Natchez, Red River & Texas Railroad (office, Vidalia) in a westerly direction from Trinity is talked of.

Washington, Ga.—Electrical Railroad.—The Excelsior Manufacturing Co. is reported as contemplating the construction of an electrical railroad.

Another Virginia Railroad.

NORFOLK, VA., Sept. 30, 1890.

Editor Manufacturers' Record:

In reference to the railway from Danville to Bristol or Johnson City, Tenn., I can only at the present writing give you few particulars. The road will be standard in every respect, and is designed to be a short line from Bristol to Danville. Several preliminary surveys have already been made and the route selected. The location of the line will begin at once. The parties interested are New York and Chicago men. H. A. Hitchcock, of Norfolk, Va., is financial agent and the undersigned is chief engineer and general manager. I will be able to give you more definite information shortly. T. W. M. DRAPER.

SOUTHWARD the star of industrial supremacy takes its way. From the great manufacturing town of Columbus, in the great manufacturing State of Ohio, the A. K. Rarig Co. moves to Buena Vista, Va. This company has a paid-up capital of \$300,000, and will build immense brick machine shops, foundry, &c., having an aggregate length of over 1,000 feet. Following so soon after the removal of a big rolling mill from Ohio to Glasgow, Va., it shows the trend of industrial forces.

BIG THINGS FOR ROANOKE.

Many Great Enterprises by Norfolk & Western Railroad.

[Special dispatch to MANUFACTURERS' RECORD.]

ROANOKE, VA., October 1, 1890.

Mr. F. J. Kimball, president of the Norfolk & Western Railroad, to whose wonderful ability the success of this road and its great work of developing Virginia is so largely due, authorizes me to telegraph the MANUFACTURERS' RECORD that many new enterprises will be established here by reason of the purchase of the Shenandoah Valley Road by the Norfolk & Western. The depot will be much enlarged, car-wheel works to employ 200 hands at the start will be built contiguous to the Woodland Park property, and many other enterprises will soon be established. President Kimball says that plans have been matured, of which full particulars will shortly be made public, for enough new enterprises to double Roanoke's population.

PROSPEROUS DALLAS.

A Low Tax Rate, Splendid Improvements and a Thriving City.

DALLAS, TEXAS, Sept. 26, 1890.

Editor Manufacturers' Record:

At the last session of the city council the ad valorem tax rate was reduced from \$1 to 75 cents on the \$100. This was made possible through the rapid increase in values brought about by the splendid system of internal improvements made by the city and the rapid growth in population. Upon an aggregate valuation increased in one year from \$23,000,000 to approximately \$31,000,000, the ad valorem tax will amount to \$232,500, ample to meet running expenses of the government and provide a sinking fund to meet outstanding bonds and bonds to be issued. The anticipated policy for the future favors the issue of a reasonable amount of bonds to carry forward public works to an extent commensurate with the demands of a constantly growing and rapidly expanding population. So rapid has been the growth of the city that a really pressing demand is felt for at least seven new six and eight-room school buildings, or about double the present public school accommodations. The present scholastic population of the city is shown to be over 8,000, and with additional territory which is included in a proposition to annex at the next session of the State legislature in the spring, this number will be largely increased.

Among the larger items in public works in this city may be mentioned the storage reservoirs, which will supply the city water works. These twin reservoirs, which will be supplied from the Trinity river, will hold in the aggregate 135,000,000 gallons of water. One of them is just about completed, and the other, without a mishap, will leave the hands of the contractors in a few weeks. These have a corrugated concrete bottom with a well-devised plan of drainage, and they are lined with brick placed in a bed of mortar which is laid upon a lining of sand and gravel. These will probably have adjuncts in other storage reservoirs, and thus the foundation is laid for a permanent and lasting system of water works.

At present the people of Dallas have given themselves over to the work of making the Texas State Fair and Dallas Expositions eclipse in point of completeness and splendor all previous attempts of this institution. They recognize in this a great enterprise for the material advancement of the city and development of the State. The products and manufactures from every

section of the State will be on exhibition here while the exposition lasts, from October 18 to November 2.

The present stringency in the Eastern money market is not so keenly felt here, the early marketing of the cotton crop in the Southwest affording this section a marked advantage over less fortunate sections. In financial centers Dallas is said to be one of the best known cities in the South or Southwest, and her business men are anticipating larger cash investments during the next twelve months than have been made in this city within any previous like period in its history. It is the generally expressed verdict among those who are close observers and who are posted that no city in the South shows the same evidence of thrift, substantial progress, enterprise, push and vim as Dallas. Col. Henry Exall, one of the eight commissioners at large to the World's Fair, says that every indication promises that the next five years will show a greater growth in Dallas than the past five years have shown, and he sees no good reason why there should not be 100,000 people here in 1895.

Active Times at Luray.

LURAY, VA., Sept. 29, 1890.

Editor Manufacturers' Record:

The great sale of town lots in Luray, Va., took place, as advertised, on Wednesday and Thursday of last week. An immense concourse was in attendance, estimated variously from 1,500 to 2,000 persons. Buyers were on hand from Baltimore, Philadelphia, Harrisburg, New York, Pittsburgh, Richmond and many other points. The bidding was spirited from first to last, all the lots sold bringing handsome prices. The average received was about \$425 per lot; aggregate sales \$152,000.

Owing to late trains, only 2½ hours were afforded purchasers on Wednesday. On Thursday the sale continued from 10 to 5 o'clock. Could the sale have been continued Friday another hundred thousand dollars would have been added to the Valley Land & Improvement Co.'s receipts. The excursion hours being limited, a continuance of the sale on Friday was prevented.

Purchasers who had attended public lot sales at various points in Virginia pronounced the Luray sale the largest and the bidding the most animated within their knowledge.

The magnificent situation of the residence and business lots sold insured success from the start.

The company is rapidly grading its streets and avenues, and the appearance of the place will be much enhanced before the next offering, which will occur later this fall.

Luray is going ahead with rapid strides. Contracts have been made with a number of plants. Investment companies, building companies and trust companies are springing up. Land is changing hands daily at large advances. Another railroad will be constructed shortly crossing the Luray valley, passing through Newmarket gap, and connecting with the Valley Branch of the Baltimore & Ohio; and still another railroad is assured from Washington city to Luray, which will greatly shorten the distance, about 80 miles of track only being required to connect the two points. When finished Luray will be only a little over two hours' ride from the national capital. Among the new industries already established are a large agricultural implement manufactory, a house building material factory capitalized at \$75,000, broom factory turning out 800 dozen brooms per day, a cigar factory and other enterprises. Among those to come are a nail manufactory, boiler works, a ferro-manganese furnace, an iron furnace, a furniture factory, etc. Communications are being received almost daily by the Valley Land & Improvement Co. looking to the establishment of still other enterprises.

THE SHENDUN SALE.

[Special Cor. MANUFACTURERS' RECORD.]

SHENDUN, VA., AT THE GROTTOS, }
September 30, 1890. }

I had an idea that I could come here and in a couple of hours see everything worth emphasizing, but the scale of development is so large and the unique special features so numerous that no man can get anything like a clear, comprehensive idea of the place unless he spends two or three days going over it. Hence, instead of a somewhat elaborate article which I came here to write, I can only in the hour or two left me give a few facts with special reference to the great auction sale of lots which will begin here on October 15, and which will be preceded on the 14th by the drawing of lots for the stockholders, an event which is being looked forward to with the keenest interest, certainly all over Virginia, and probably in a number of Northern cities, where the stock of the company was taken so liberally—one Philadelphia firm having taken \$53,000 worth. This stock is now in great demand and at a premium of from ten to fifteen dollars a share.

The sale will take place in a large barn which is now being fixed up for the purpose, and which will be provided with five hundred chairs. The room, however, will hold over a thousand men. So far as feeding and lodging the crowd is concerned, there are probably as many as 50 large rooms available in the frame houses on the company's property, besides Wright's Hotel, kept by the famous A. D. Wright, who runs the railroad restaurants at Charlottesville, Lynchburg and Danville. He can easily feed five hundred men a day, and in a style that will put the last one of them into a state of chronic good humor.

The town-site is so situated that the exact "lay" of every lot on it can be seen from the Grottoes hill, upon which an observatory 80 feet high is being put up, which will be finished before the end of this week. From this, the noblest valley in the world may be seen for sixty miles to the north and sixty miles to the south. The street car line through the town-site is by contract to be completed on October 8. Speaking of the lay of the land, there isn't on the plat a single bad lot.

Where the best lots lie is one of those questions "that no fellow can find out." I would give a thousand dollars to know which will be the best corner. Directly after the sale building operations will begin on a scale and with a celerity never before witnessed at any brand new town. The first thing established here was the largest carpentry plant in the South, and the fires have been started in several big brick-kilns.

There are now graded about 25 miles of streets and avenues, and there will be less mud in the streets of Shendun than in any new town in the Union, for the soil is underlaid by gravel beds which give free underground drainage.

So far as railroad rates are concerned, the Baltimore & Ohio has made a one fare rate for the round trip, and the Shenandoah Valley will do the same.

THOMAS P. GRASTY.

AN \$800,000 company has been organized to build a new town to be known as Cornwall, a few miles from Buena Vista, Va. Prominent business men are interested in the company, which promises to take a leading place among the big town-developing companies of Virginia. The reports of experts show an abundance of fine ores on the company's property, and the site for the town possesses many advantages.

Southern Financial News.

NEW BANKS.

Alexandria, Va.—The Capital Trust Co. has been incorporated with a capital stock of \$1,000,000.

Athens, Ga.—The Exchange Bank, previously mentioned, has been organized with J. J. C. McMahon, president. The capital stock is \$60,000.

Atlanta, Ga.—The Southern Loan & Banking Co., chartered by the last legislature, has been organized with W. L. Peel, president, and J. E. Morris, cashier. The capital stock is \$100,000, which will probably be increased.

Cape Charles, Va.—A new bank is projected.

Chattanooga, Tenn.—The Citizens' Bank & Trust Co. has increased its paid-in capital from \$160,000 to \$200,000. It also increased the surplus to \$100,000.

Chattanooga, Tenn.—The Chattanooga Warehouse & Banking Co. proposes to establish a \$1,000,000 bank.

Houston, Texas.—The Planters & Mechanics' National Bank is to be organized with W. O. Ellis, president, and J. A. Patton, of Gordon City, Kans., cashier, to succeed the firm of W. O. Ellis & Co. The capital stock is placed at \$500,000.

Little Rock, Ark.—The Dardanelle Bank has been incorporated with J. K. Perry, president. The capital stock is \$50,000.

Roanoke, Va.—The State Savings Bank has been chartered with F. A. Barnes, president, and H. G. Cole, cashier. The capital stock is \$50,000.

Tarboro, N. C.—It is stated that Tyson & Rawls have established a private bank with a capital stock of \$20,000.

Washington, D. C.—Hon. J. D. Taylor, of Ohio, and others will, it is reported, organize a bank to be known as the Ohio National Bank and to have a capital stock of \$300,000.

Winona, Miss.—The Bank of Winona has increased its capital stock from \$30,000 to \$50,000.

Annapolis, Md.—The Farmers' National Bank has declared a dividend of 4 per cent.

Bonds have been issued, it is stated, by Wolfe City, Texas, for the erection of a schoolhouse.

The Finance Committee of Charleston, S. C., has decided to issue \$50,000 4 per cent. bonds for sewer purposes.

The Fountain (Carrollton) Hotel Co., of Baltimore, Md., will pay the guaranteed interest of 6 per cent. up in the preferred stock for the years 1880 and 1881.

The Nashville, Chattanooga & St. Louis Railroad Co. (office, Nashville, Tenn.) has declared a dividend of 1½ per cent., payable on and after October 1.

The Norfolk & Western Railroad Co. (office, Roanoke, Va.) has declared a dividend of \$1.50 per share on the preferred stock out of the surplus income, payable at the office of the treasurer, Philadelphia, Pa., October 23.

The Border State Perpetual Building Association, Baltimore, Md., has declared a semi annual dividend of 2½ per cent.

The Old Town Bank, of Baltimore, Md., has declared a semi annual dividend of 3½ per cent.

The Terrell County (Ga.) Alliance Warehouse has, it is reported, declared a dividend of 45 per cent.

MIDDLESBOROUGH, KY., Sept. 24, 1890.

Editor Manufacturers' Record:

There appeared in your issue of the 20th of September, on page 11, a dispatch from Morristown, Tenn., reading as follows: "A charter has been applied for by A. A. Arthur, W. E. Scarritt, C. H. Allison, G. W. Arthur, George A. Folsom and others for the Grotto Park Land Co.; capital \$1,000,000." We do not know how you received this information, but it is not correct, and you will greatly oblige if you will please make the statement that A. A. Arthur, W. E. Scarritt and C. H. Allison were not applicants for this charter and publish the same in your next issue. G. W. ARTHUR.

The dispatch was sent out from Morristown, Tenn., and was published in all the leading daily papers of the South.



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Baltimore Stock Exchange
Quotations.

Reported by ALEXANDER BROWN & SONS, Bank-
ers, Baltimore.

BALTIMORE, October 1, 1890.

	BID.	ASKED.
Virginia 6's Consols C.....	52	53
Virginia 3's, new	48	49
Virginia Consol Coupons, N. F.	22	23
Virginia 10-40 Coupons.....	21	22
N. Carolina 4's	98½	99½
Norfolk Water 8's	130	131
Norfolk & Ohio	103	104
Northern Central	60	61½
Central Ohio	54	55
Norfolk & Western Preferred.....	106	107
Northern Central 4½'s	103½	104½
Northern Central 6's	114	117
Northern Central 5's (series A).....	109	110
Ga. Car. & N. 5's	101½	102½
Cin. Wash. & B. (En. B. & O.) 1st 4½'s. 99	100	101
Va. & Tenn. 2d 5's	106	107
Ohio & M. 1st S. Div. 7's	115½	116½
Atlanta & Char. 1st 7's	121½	122½
Atlanta & Char. Income 6's	103	104
Col. & Green. 1st 6's	103	104
Col. & Green. 2d 6's	84	86
Va. Midland, 4th 6's	114½	115
Va. Midland, 5th 5's	102	103
Charlotte, C. & Aug. 1st 7's	108	110
West Va. Central 1st 6's	110	111½
Ga. Pacific 1st 6's	111½	112½
Ga. Pacific 2d	75	76
West. Nor. Car. Cons'd 6's, Gold	100½	101½
Cape Fear & Y. Valley 6's, A.	105½	106½
Cape Fear & Y. Valley 6's, B.	103	104½
Cape Fear & Y. Valley 6's, C.	104	105½
Consol'd Gas Stock	99½	101
Consol'd Gas Bonds 6's	114	115
Canton Co.	54	54½

SEALED PROPOSALS will be received at the office of the Supervising Architect, Treasury Department, Washington, D. C., until 2 o'clock P. M., on the 21st day of October, 1890, for all the labor and materials required for the plumbing for the U. S. Postoffice building at Bridgeport, Conn., in accordance with the drawings and specification, copies of which may be had on application at the office or the office of the Superintendent. Each bid must be accompanied by a certified check for \$100. The Department will reject all bids received after the time herein stated for the opening the same, also bids which do not comply strictly with all the requirements of this invitation. Proposals must be enclosed in an envelope, sealed and marked "Proposal for the Plumbing for the U. S. Postoffice at Bridgeport, Conn.," and addressed to JAS. H. WINDRIM, Supervising Architect. September 27th, 1890.

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REFERENCES:
Hon. L. S. Ross, Governor of Texas, Austin, Tex.
Jas. H. Raymond & Co., Bankers, Austin, Tex.
First National Bank, Austin, Tex.
City National Bank, Austin, Tex.
American National Bank, Austin, Tex.
Provident National Bank, Waco, Tex.

SOUTHERN STOCKS.

OFFICIAL QUOTATIONS BIRMINGHAM STOCK EXCHANGE.

Corrected Weekly by MARTIN & LEEDY, Stock and Bond Brokers, and Members Birmingham Stock Exchange.

SATURDAY, SEPTEMBER 27, 1890.

STOCKS.			LAST DIVIDEND.			
BANKS.	Organized.	Capital Stock.	Declared.	Per Cent. on Stock.	Bid.	Asked.
Alabama National.....	1886	\$500,000	July '90	a 4	110	112 1/2
American National.....	1887	250,000	July '90	a 4	100	100
Bank of Attalla.....	1889	50,000	July '90	a 5	61	61
Berney National.....	1886	300,000	July '90	a 5	127 1/2	127 1/2
Birmingham National.....	1887	250,000	July '90	a 3	97	97
Central Savings.....	1889	50,000	July '90	.....	.....	.....
City National.....	1889	100,000	July '90	.....	175	175
First National.....	1884	250,000	July '90	a 6	185	185
First National Bank of Gadsden.....	1887	50,000	July '90	a 6	100	100
Jefferson County Savings.....	1885	150,000	July '90	a 6	145	145
Birmingham Trust & Savings Co.....	1887	500,000	July '90	a 3	103	103
Mutual Loan & Trust Co.....	1888	50,000	July '90	.....	100	100
People's Savings Bank & Trust Co.....	1888	50,000	July '90	a 4	116 1/2	116 1/2
RAILROADS.						
Birmingham Union Railway Co.....	1887	1,000,000	.....	.....	24	24
Birmingham & Ensley Railway Co.....	1887	500,000	.....	.....	25	25
North Birmingham Street R. R. Co.....	1887	65,000	.....	.....	45	45
Highland Avenue & Belt R. R. Co.....	1887	1,000,000	.....	.....	50	50
South & North Alabama R. R. Co.....	1887	.....	.....	.....	20	27 1/2
MISCELLANEOUS.						
Avondale Land Co.....	1884	150,000	Oct. '88	x	.....	.....
Aniston City Land Co.....	1887	3,000,000	July, '87	q 4	.....	57 1/2
Alabama Coal & Iron Co.....	1890	1,000,000	Aug., '90	x 2	.....	100
Alabama-Connelley's Coal & Coke Co.....	1886	500,000	.....	.....	23	23
Alabama Rolling Mill Co.....	1887	250,000	.....	.....	60	60
Bessemer Land Co.....	1887	2,500,000	May, '87	q 2 1/2	.....	35
Birmingham Mining & Mfg. Co.....	1887	150,000	May, '87	q 3 1/2	.....	65
Birmingham-Ensley Land Co.....	1886	450,000	.....	.....	10	10
Birmingham Ice Factory.....	1886	85,000	July, '89	a 10	.....	105
Birmingham Water Works Co.....	1887	500,000	.....	.....	78	78
Birmingham Soap Works Co.....	1886	50,000	.....	.....	25	25
Brooklyn Land Co.....	1886	1,400,000	.....	.....	.....	.....
Birmingham Furnace & Mfg. Co.....	1886	1,500,000	.....	.....	16	16
Camille Gold Mining Co.....	1887	1,500,000	.....	.....	70	70
Cahaba Coal Mining Co.....	1887	1,400,000	.....	.....	15	25
Chattanooga East End Land Co.....	1887	1,000,000	.....	.....	12 1/2	75
DeBardeleben Coal & Iron Co.....	1887	4,000,000	.....	.....	.....	.....
Decatur Land Imp. & Furnace Co.....	1887	5,000,000	.....	.....	15	19
Decatur Mineral Land Co.....	1887	350,000	Oct., '87	q 3	.....	11
Elyton Land Co.....	1871	200,000	Nov. 10, '87	q 4	.....	850
Edison Electric & Illuminating Co.....	1886	100,000	July, '89	a 4	.....	102
East Birmingham Land & R. R. Co.....	1886	1,022,500	.....	.....	11	12 1/2
East Lake Land Co.....	1886	200,000	June, '87	n 50	.....	80
Ensley Land Co.....	1886	10,000,000	.....	.....	9 1/2	30
Enterprise Manufacturing Co.....	1886	100,000	.....	.....	22 1/2	32 1/2
Eureka (Furnace) Co.....	1886	3,000,000	April, '89	1	.....	21
Florence Land & Mining Co.....	1887	3,000,000	April, '87	q 1	.....	4 1/2
Gadsden Land Co.....	1887	3,000,000	.....	.....	14 1/2	10
Gate City Land Co.....	1887	100,000	.....	.....	68	68
Hecla Coal Co.....	1888	300,000	.....	.....	10	10
Henderson Steel & Mfg. Co.....	1887	100,000	.....	.....	65	65
Jefferson Building & Improvement Co.....	1887	150,000	.....	.....	8 1/2	10
Jagger-Townley Coal & Coke Co.....	1887	360,000	.....	.....	52	62
Leeds Land Co.....	1887	150,000	.....	.....	100	100
Mag. Ellen Coal & Mining Co.....	1887	100,000	.....	.....	23	23
Mary Lee Coal & Railway Co.....	1888	500,000	.....	.....	60	60
North Birmingham Land Co.....	1886	700,000	.....	.....	40	40
Smithfield Land Co.....	1886	850,000	.....	.....	15 1/2	15 1/2
Sloss Iron & Steel Co.....	1887	4,000,000	Apr. 15, '90	h 1	.....	90
South Aniston Land Co.....	1887	750,000	Feb. '88	x 5	.....	97
Sheffield Coal & Iron Co.....	1881	1,000,000	.....	.....	49	53 1/2
Thompson Brick Co.....	1887	30,000	.....	.....	90	90
Tennessee Coal & Iron Co.....	1887	9,000,000	May 15, '87	x 5	.....	41
Tennessee Coal & Iron Co., pref.....	1887	1,000,000	.....	.....	93	97
Tuscaloosa Coal, Iron & Land Co.....	1887	1,000,000	.....	.....	22	22
Vulcan Coal & Coke Co.....	1886	100,000	.....	.....	5	5
West End Land Co.....	1886	175,000	.....	.....	80	80
Woodstock Iron Co.....	1887	3,000,000	.....	.....	20	20

BONDS.	Amount Outstanding.	INTEREST.	Rate Per Cent.	Bid.	Asked.
Alice Furnace.....	300,000	7	103	.....	92
Birmingham Gas & Electric Light Co.....	340,000	6	92 1/2	100 1/2	100 1/2
Birmingham Union Railway Co.....	500,000	6	108	111	116
Birmingham Water Works.....	400,000	6	99	.....	103 1/2
Cahaba C. & M. Co., 1st Mortgage.....	750,000	7	111	116	116
Caldwell Hotel.....	150,000	6	97 1/2	103 1/2	103 1/2
Elyton Land Co., Trust Bonds.....	2,400,000	6	109	70	70
Eureka (Furnace) Co.....	400,000	6	109	70	70
Henderson Steel & Mfg. Co.....	50,000	6	109	70	70
Mary Pratt Furnace.....	100,000	7	109	70	70
Sloss Iron & Steel Co., 1st Mortgage.....	2,000,000	6	109	70	70
Williamson Iron Co.....	2,000,000	6	109	70	70
Tennessee Coal, Iron & R. R. Co.,—	60,000	6	109	70	70
Tennessee Division.....	1,354,000	6	109	70	70
Birmingham Division.....	3,640,000	6	109	70	70

EXPLANATION.—a—For six months. q—Only dividend declared since organization. x—This company declared 5 per cent. February 1, 1889. E—Sold hereafter. Ex. 10 per cent. dividend. o—Dividend 3 per cent. paid in May, '87, also October 1. n—Fifty per cent. dividend on Union R. R. Stock. b—Payable October 15, 1889. f—A 5 per cent. dividend has been paid quarterly since organization. w—For dividends refer to the company. * * * May 6, '87, 50 per cent. cash; May 10, '87, 50 per cent. cash; Sept. 14, '87, 50 per cent. cash; Oct. 10, '87, 10 per cent. cash; Oct. 10, '87, 10 per cent. cash; Nov. 10, '87, 10 per cent. cash; Nov. 10, '87, 100 per cent. in Elyton Land Company's Trust Bonds.

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Richmond Stock Exchange Quotations.

Reported by JOHN L. WILLIAMS & SON, Bankers, Richmond.

RICHMOND, VA., September 30, 1890.

	BID.	ASKED.
North Carolina 4's, 1910.....	98	100
North Carolina 6's, 1910.....	126	129
Virginia New 3's, 1932.....	67 1/2	67 1/2
Danville 5's.....	100	103
Lynchburg, Va., 5's, 1915.....	103	104
Petersburg, Va., 5's, 1915.....	104	104
Norfolk, Va., 5's, 1911.....	106	106
Richmond, Va., 5's, 1922.....	110	112
Atlanta & Charlotte Ry., 1st 7's, 1907.....	121	123
Atlanta & Charlotte Ry. 2nd 7's, 1907.....	105	107
Char., Col. & Aug. R. R. Gen. 6's, 1932.....	108 1/2	108 1/2
Georgia Pacific Ry. 1st 6's, 1922.....	110 1/2	113
Georgia Pacific 2nd 6's, 1922.....	77 1/2	78 1/2
Ga. Pacific Incomes, 5's.....	21	23
Petersburg Railroad Class A 5's, 1926.....	104	104
Petersburg Railroad Class B 5's, 1926.....	105	105
Rich. & Danville R. R. Gold 6's, 1915.....	113 1/2	113 1/2
West. N. Car. R. R. Gold 6's, 1914.....	102 1/2	103 1/2
Northwestern N. Car. R. R. 1st 6's.....	97	98 1/2
Atlanta & Charlotte R. R. Stock.....	103	103
R. F. & Pot. R. R. Div'd Obligations.....	114	114
Virginia Midland Railway Stock.....	52 1/2	52 1/2
Sloss Iron & Steel Co. Stock.....	35	45
Sloss Iron & Steel Co. 1st 6's.....	91	92 1/2
Sloss Iron & Steel Co. 2nd 6's.....	60	65

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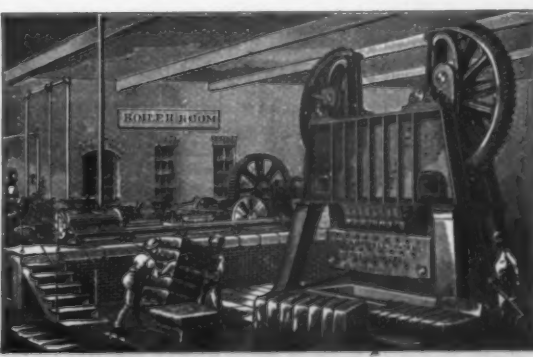
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*Means machinery is wanted, particulars of which will be found in "Machinery Wanted" columns.

†In correspondence relating to matters reported in this paper, it will be a favor if it is stated that the information was gained from the MANUFACTURERS' RECORD.

ALABAMA.

Anniston.—Car-spring Works.—The Lehigh Valley Spring Works, of Leighton, Pa., will not move its plant to Anniston as lately reported, but is erecting branch works.

Anniston.—Broom Factory.—George W. Wilson, of 258 West Mulberry street, Springfield, Ohio, intends moving South, probably to Anniston or Chattanooga, and establishing a broom factory.*

Anniston.—Marble Works.—Jewell & Son are reported as erecting new buildings for their marble works.

Attalla.—Iron Mines, &c.—J. S. Steward, T. C. Galloway, W. O. Peebles, of Chattanooga, Tenn., and others have incorporated the Wills Valley Mining & Manufacturing Co. to develop iron mines, and will, it is stated, increase capital at an early date to build an iron furnace. The capital stock is \$100,000.

Centre.—Real Estate.—A. C. Kipsey, R. L. Spencer, Henry Pierce and others have incorporated the Georgia-Alabama Investment & Development Co. to deal in real estate, &c. The capital stock is \$4,500,000.

Decatur.—Machine Shops.—It is stated that the Rome & Decatur Railroad Co. (office, Rome, Ga.) has purchased site for the erection of machine shops.

Fort Payne.—Crematory.—The construction of a garbage crematory at a cost of about \$5,000 is proposed. The mayor can give information.

Fort Payne.—Stove Works.—The Fort Payne Stove Works has purchased and will operate the Fort Payne Coal & Iron Co.'s stove works, as stated in last issue.

Fort Payne.—The Southern Pavement Co., lately mentioned, will doubtless increase its capital stock \$20,000.

Mobile.—Power-house.—The Mobile Coal Co. is rebuilding its power-house reported last week as burned.

Montgomery.—Cotton Mill.—The Adams Cotton Mills will, it is stated, double the capacity of its cotton mill.

New Decatur.—Furniture Factory.—A stock company has been organized, as lately stated, to erect a furniture factory.

Piedmont.—Bed-spring Factory.—D. C. Therrell and Dr. Hale, of Rome, Ga., will, it is stated, manufacture the Jones patent arm-lock bed springs.

Piedmont.—Marble Quarry.—Mr. Brewster is reported as making efforts to secure the organization of a stock company to develop a marble quarry on his property.

Sheffield.—Iron Furnaces, &c.—The Hattie Ensley and Lady Ensley coke furnaces, and the mineral lands in Franklin county owned by Enoch Ensley, have, it is stated, been optioned by Alfred Parriah at \$1,500,000.

Talladega County.—Iron Mine.—Mr. McKay, of Rhode Island, is reported as having purchased the Reynolds-Whiting iron mine for \$60,000 and to develop same.

ARKANSAS.

Arkadelphia.—Cotton and Woolen Mill.—The Arkadelphia Cotton & Woolen Mills has put in about \$15,000 worth of new machinery in its cotton and woolen mill, as recently stated.

Arkansas City.—Ice Factory.—An ice factory will probably be erected.

Little Rock.—Woodworking Factory.—F. Roesch will, it is stated, put a new engine and boiler in his woodworking factory, and will probably, at a later date, increase its capacity.

Little Rock.—Brewery and Ice Factory.—J. W. Schoor, of Memphis, Tenn.; C. Koehler, of St. Louis, Mo.; F. Wolters and others have organized the Arkansas Brewing & Ice Co. with a capital stock of \$300,000 to erect the brewery previously mentioned. It is to have a capacity of 700 kegs per day, and will also manufacture ice.

Rogers.—Planing Mill.—J. A. C. Blackburn has secured site and will, it is stated, erect a planing mill.

FLORIDA.

Apalachicola.—Canning Factory.—The Ruge Bros. Packing Co. is reported as putting new machinery in its oyster canning factory.

De Soto.—Phosphate Lands.—A Philadelphia (Pa.) syndicate is reported as having purchased phosphate lands in the vicinity of De Soto.

Fernandina.—Electric-light Plant.—Frederick C. Chase will, it is stated, organize a sub-company of the Safety Electric Light Co., of Boston, Mass., with a capital stock of \$100,000, to operate in Fernandina.

Fort Meade.—Fertilizer Factory.—The Fort Meade Phosphate, Fertilizer, Land & Investment Co., lately referred to, bought out the Fort Meade Fertilizer Co., and will at a later date put in a new mill for grinding phosphate.

Gainesville.—Phosphate Mines.—The Portland Co., proprietors of the Albion phosphate mines, will, it is stated, shortly commence the development of mines.

Jacksonville.—Water Works.—The Riverside Artesian Well Co. has been incorporated with B. R. Powell, president; S. E. Foster, secretary, and A. J. Hedrick, treasurer, to sink artesian wells and construct water works at Riverside. The capital stock is \$5,000.

Lakeland.—Cigar Factory.—M. P. Riggins will start the cigar factory previously mentioned.

Lakeland.—Electric-light Plant.—Harry C. Sloan will erect an electric-light plant as lately reported. It is to have a capacity of 200 16-candle-power incandescent lamps, and 4 1200-candle-power arc lamps.*

Orlando.—Box Factory.—G. W. Paport will, it is stated, erect a factory for the manufacture of his patent organ boxes.

Oviedo.—Packing-house.—J. M. Jones has, it is stated, received contract for the erection of the packing-house of T. L. Mead.

Sumter County.—Saw Mill, &c.—S. J. Temple, of Temple's Mills, will, it is stated, erect in Sumter county a saw mill, crate and box factory, if the purchase of land now being negotiated is completed.

Tampa.—The Floral City Investment Co. has been incorporated with a capital stock of \$25,000.

Tampa.—The Bay Shore Road Co. has been incorporated with a capital stock of \$40,000 to build a macadamized road along the north and east shore of Hillsborough bay, 12 miles in length.

GEORGIA.

Americus.—Electric-light, Gas Works, etc.—It is stated that the Americus Investment Co. is negotiating for the purchase of the properties and franchises of the Americus Electric Street Railroad Co., the Electric Light & Power Co., the Gas Light Co. and the Leeton Park Land Co.

Augusta.—Bridge.—It is stated that a new bridge will be built across Beaver Dam creek.

Brunswick.—Foundry and Machine Shops.—The Briesenick Foundry & Machine Works will, it is stated, rebuild its foundry and machine shops.

Carrollton.—Laundry.—A Tallapoosa party is reported as to establish a steam laundry.

Cordele.—Furniture Factory.—The erection of a furniture factory is contemplated.

Cordele.—Implement Factory, etc.—A barrel factory, agricultural implement factory, bottling works and a carriage factory will, it is stated, be erected.

Crawfish Springs.—Planing Mill.—McDaniel & Stone, of Chattanooga, Tenn., have secured site and will, it is reported, erect a planing mill.

Dahlonega.—Stamp Mill, &c.—The Williams gold mine on Cavender's creek and the Satterfield mine have, it is stated, been purchased by a Tennessee syndicate who will erect a stamp mill and develop same.

Dalton.—Car-wheel Works.—A stock company is reported as being organized to erect car-wheel works.

Darien.—Electric-light Plant.—The erection of an electric-light plant is contemplated.

Dawson.—Bottling Works.—A Brunswick party will, it is stated, establish bottling works in Dawson.

Demorest.—Tannery, &c.—Edward Flore, of Buford, Ga., has, it is stated, secured site and will remove his collar factory and tannery to Demorest.

Demorest.—Bath-tub Factory.—Bryson & Watts are reported as establishing a bath tub factory.

Demorest.—Saw-frame Factory.—Devol & McClure are, it is stated, erecting a factory for the manufacture of a patent saw frame.

Dublin.—Laundry.—A steam laundry will, it is stated, be erected.

Fort Valley.—Fertilizer Factory.—Arrangements are said to have been completed for the erection of the fertilizer factory previously mentioned. The Fort Valley Investment & Improvement Co. can give information.

Gainesville.—Electric-light Plant.—The Georgia Development Co. will, it is reported, erect an electric-light plant on its property at White Sulphur Springs.

Hawkinsville.—Cotton Gin and Grist Mill.—As recently stated, O. A. Horne has purchased the cotton gin and grist mill of the Hawkinsville Gin & Milling Co., and will add a corn mill to the plant.

Kensington.—Electric-light Plant.—The Thomson-Houston Electric Co., of Boston, Mass., has it is stated, received contract from the Kensington Land Co. for the erection of the electric light plant previously mentioned.

Kensington.—Iron Furnace.—Another iron furnace will, it is stated, be erected. The Kensington Land Co., of Chattanooga, Tenn., can give information.

Kensington.—Nail Factory.—Lilly & Hillsley, of Philadelphia, Pa., will, it is stated, erect a nail factory in Kensington.

Kensington.—Rolling Mill and Iron Foundry.—Lilly & Hillsley are the proprietors of the rolling mill and iron foundry lately reported as to be built.

Macon.—Gas and Water Works.—E. F. Fuller, of New York city, representing Northern capitalists, is reported as investigating with a view to purchasing the property of the Macon Light & Water Co.

Macon.—Granite Quarries, &c.—T. J. Carling, J. H. Hertz and H. R. Brown have incorporated the Carling Granite Co. to develop granite quarries, deal in real estate, &c. The capital stock is \$50,000.

Rome.—Nickel-plating Works.—The Standard Scale Co. contemplates putting a nickel-plating plant in its scale works.

Savannah.—Crematories.—The city is now negotiating for the erection of the two crematories mentioned in last issue.

Savannah.—Bagging Factory.—C. B. Warrand writes that ample capital has been secured for the erection of the factory mentioned last week for the manufacture of bagging from the saw palmetto.*

Savannah.—Dredging.—Lieutenant O. M. Carter, United States engineer, will receive bids until October 15 for dredging in the Savannah river.

Savannah.—Lieutenant O. M. Carter, United States engineer, will receive bids until October 20 for constructing training walls in the Savannah river.

Tallapoosa.—Cabinet Factory.—The Tallapoosa Cabinet Co. has been incorporated to erect a cabinet factory.

Toccoa.—Furniture Factory.—The Toccoa Furniture & Lumber Co. has been incorporated with a capital stock of \$15,000, and operates the furniture factory previously mentioned as probably to be erected.

Washington.—Factory.—Northern capitalists are reported as negotiating for the purchase of land on which to erect a \$20,000 factory. A. Frankling can give information.

Washington.—Oil Mill, Gin, &c.—The Excelsior Manufacturing Co. will, it is reported, increase its capital stock to \$10,000.

West Point.—Cotton Mill.—The West Point Manufacturing Co. will add \$50,000 worth of new machinery to its cotton mill and Mr. L. Lanier will visit machinery dealers in the early part of the present month to make purchases. This addition will increase the consumption of the mill to 1,000 bales of cotton per month.

KENTUCKY.

Ashland.—Steel Plant.—The Ashland Steel Co. has awarded contract for its steel plant, lately referred to, to McIntosh, Hemphill & Co., of Pittsburgh, Pa. The capacity will be 400 tons of finished steel per day, and it is probable that steel rail and merchant mills will be added at a later date.

Covington.—Publishing, &c.—D. C. Shears, J. S. Peebles, Julius Balke, Jr., and others have in-

corporated the National Publishing Co. for the purpose of printing, publishing, &c. The capital stock is \$250,000.

Covington.—Land.—John Holland, John Seffrin, George Meyer and others have incorporated the Volunteer Co-operative Land & Building Co. with a capital stock of \$75,000.

Frankfort.—Tobacco Factory.—A \$50,000 stock company is reported as being organized to erect a tobacco factory.

Grand Rivers.—Machine Shops, &c.—The Portsmouth Iron Machine Co., of Portsmouth, O., has signed contract it is stated, for the erection of a branch boiler works and machine shop in Grand Rivers, to be known as the Moore Structure Iron Works.

Grand Rivers.—Iron Furnaces.—It is stated that the Burgess Steel & Iron Works and the Portsmouth Iron Machine Co., both of Portsmouth, O., have contracted to construct within six months the two 60-ton iron furnaces previously mentioned. The Grand Rivers Co. can give particulars.

Greenup.—Stave Factory.—J. M. Sowards will probably manufacture staves.*

Louisville.—Varnish Factory.—A stock company will probably be organized to operate the varnish factory of the Collins Varnish Co.

Louisville.—Water Works.—J. Whiteford, of Phillipsburg, N. J., has, it is stated, received contract to construct the new stand-pipe of the Louisville Water Co., previously reported.

Louisville.—Distillery.—H. A. Thierman, William Ruedeman and E. M. Babbitt have incorporated the Rugby Distilling Co., to distill whiskey, &c., and purchased the plant of the Bel Air Distillery Co. The capital stock is \$50,000.

Louisville.—Pipe-bending Works.—The Louisville Pipe Bending Co. will enlarge its works and put in heavier punch and shears; also rolls for boiler work.

Louisville.—Refrigerating Plant.—The refrigerating plant of the Louisville Automatic Refrigerating Co. was purchased by S. M. Williams and others, as stated last week. A new company will probably be formed and new boilers put in.

Middlesborough.—Laundry.—The City Steam Laundry Co., mentioned last week, purchased the Middlesborough Steam Laundry and has enlarged same.

Middlesborough.—Coal Mines.—Hull, Wyman & Cairns are preparing to lease their 200,000 acres of coal lands for development on royalty.

Middlesborough.—Iron Works.—Work has been commenced on the buildings of the South Boston Iron Works, previously reported. The main building will be 1,200x150 feet.

Mt. Sterling.—Water Works.—The Mt. Sterling Water Works Co., previously mentioned, will construct water works at an estimated cost of \$85,000.

Pleasure Ridge Park.—Distillery.—N. F. Block, Emile Franck, Joseph Block and others have purchased the Pleasure Ridge Park Distillery and incorporated the Pleasure Ridge Park Distillery Co. to operate same. The capital stock is \$100,000.

LOUISIANA.

Alexandria.—Saw Mill.—J. W. Pollock, manager of the Clinton Lumber Co., of Clinton, Iowa, will, it is stated, erect a saw mill in Grant parish, 12 miles above Alexandria on the Houston, Central Arkansas & Northern Railway.

Labadieville.—Ice Factory.—The ice factory referred to last week will probably be erected for next season by a stock company. A. A. Aches can give information.*

Lockport.—Sugar Factory.—J. F. Badeaux contemplates making a central sugar factory of his Valentine sugar-house.

Monroe.—Saw Mill.—Campbell & Fowler are reported as erecting a new saw mill.

New Orleans.—Cotton-seed Oil Mill, &c.—A \$1,000,000 stock company has, it is stated, been organized to operate the cotton seed oil mill, soap factory and acid phosphate factory lately mentioned.

New Orleans.—Implement Factory.—The New Orleans Agricultural Works, Limited, recently reported, has already an agricultural implement factory in operation, and will likely double its capacity during the coming year.

Plaquemine.—Ice Factory, &c.—The Plaquemine Ice & Cold Storage Co., lately reported, has, it is stated, purchased site for the erection of its ice factory.

Shreveport.—Broom and Brush Factory.—The Shreveport Broom & Brush Works has been established, as stated last week.

Shreveport.—Hat Factory.—S. G. Dreyfus & Co. and others have, it is reported, organized a \$24,000 stock company to manufacture hats.

Stidell.—Shingle Mill.—Salmon Bros. will erect, it is reported, a shingle mill.

MARYLAND.

Baltimore.—J. W. Vansant, 702 Second street, contemplates putting in a 4 horse-power boiler, and William Davidson & Co., Wolfe and Lancaster streets, a 100 horse-power boiler.

Baltimore—Bridge.—The Baltimore & Potomac Railroad Co. contemplates building a bridge over its tracks.

Baltimore—Factory.—George Blome will enlarge his factory in the rear of 1507 West Baltimore street.

Easton—Brass and Iron Foundry.—W. H. Withgott is erecting a new iron and brass foundry.

Easton—Car-replacer Factory.—J. E. Norwood has, it is stated, organized a \$300,000 stock company to manufacture his patent car replacer.

Frederick—Shoe Factory, &c.—The Frederick City Manufacturing & Development Co. is negotiating for the removal to Frederick of a shoe factory and a pottery.

Frederick—Iron Works.—The Mt. Joy Novelty Iron Works, of Mt. Joy, Pa., will, it is stated, move its works to Frederick.

Hagerstown—Land.—The West End Land Improvement Co. has been incorporated for the purpose of laying out in building lots and manufacturing sites the Hammond-Armstrong farm.

Newark—Organ Factory.—The Knauff Organ Co. will, it is stated, start an organ factory.

Oakland—Electric-light Plant.—The Edison Electric Co. of Pittsburgh, Pa., has, it is stated, received contract for the erection of the electric-light plant of the Oakland Electric Light Co., lately reported.

Sykesville—Implement Factory.—The Sykesville Manufacturing Co. will shortly be incorporated to erect a factory for the manufacture of Day's climax cultivator, previously mentioned.

Towson—Stone Quarry, &c.—John Gill, C. M. Stewart, E. J. Farber and others have incorporated the Quarry & Stone Crushing Co. with a capital stock of \$4,000.

Washington, D. C.—Brewery.—Albert Carry is reported as erecting a \$75,000 brewery.

Washington, D. C.—Land, &c.—T. W. Smith, N. H. Shea, D. D. Stone and others, of Washington, D. C. have incorporated the Chesapeake & Columbia Investment Co., purchased 340 acres of land near Bay Ridge, and will improve same.

MISSISSIPPI.

Jackson—Canning Factory.—A canning factory will, it is stated, be erected. Captain Odeneal can give information.

Meridian—Corn Mill, &c.—R. V. Love and others, previously reported as to erect a corn mill, have incorporated the Love Manufacturing Co. for the purpose of manufacturing flour, meal, grains, lumber, etc. The capital stock is \$20,000.

Pass Christian—Ice Factory.—An ice factory will, it is stated, be erected.

Vicksburg—Saw Mill.—Kruesser & Ammann are reported as erecting a new saw mill.

NORTH CAROLINA.

Ashe County—Iron Lands.—It is stated that A. J. Dull and others, of Philadelphia, Pa., have purchased iron ore lands in Ashe county and will probably develop them.

Charlotte—Bridge.—The Charlotte, Columbia & Augusta Railroad Co. (office, Columbia, S. C.) may build a new bridge across its tracks.

Charlotte—Oil Mills.—The Farmers' Co-operative Cotton Seed Oil & Paper Stock Co., previously reported (under Little Rock, Ark.), has a capital stock of \$7,500,000.

Durham—Cotton Factory, etc.—B. L. Duke, S. F. Tomlinson, Peter J. Otey and others have incorporated the Mutual Land & Manufacturing Co. for the purpose of dealing in land, manufacture cotton, wool, etc. The capital stock is \$280,000.

Durham—Fertilizer Factory.—The Durham Fertilizer Co. is putting new machinery in its fertilizer factory, as recently stated.

East Durham—Cotton Mill.—The Durham Cotton Manufacturing Co. will, it is reported, enlarge its cotton mill.

Elizabeth City—Ship Railway.—William Pailin is reported as building a new ship railway.

Greensboro—Oil Wells.—Operations will commence at once in boring the oil wells lately mentioned. John J. Phoenix can give particulars.

Highlands—Mineral Land.—The John G. Eve tract, embracing 40,000 acres of land in and surrounding the town of Highlands, has been purchased by a syndicate composed of H. P. Wyman, of Grand Haven, Mich.; T. Cairns, of Pineville, Ky., and F. A. Hull, of Danbury, Conn. It is intended to survey and thoroughly prospect the property, opening up all the veins of iron ore, corundum, mica, kaolin, etc.

Kinston—Turpentine Distillery.—J. B. Smith will rebuild, it is reported, his turpentine still at Pine Hill, reported in this issue as burned.

Littleton—Canning Factory.—W. A. Johnston has erected a building to used for a canning factory, as recently reported.

Manning—Cotton Gin, etc.—M. J. Boat is reported as erecting a cotton gin and molasses factory.

Monroe—Mining, etc.—H. E. Eams, J. E. Pearson, F. A. Forch and others have incorporated the Union Ore Co. for the development of and dealing in mineral lands, etc. The capital stock is \$50,000.

Morganton—Water Works.—The stock company previously reported as being organized to construct water works will be known as the Morganton Water Supply & Street Railway Co., and has W. E. Walton as president, and J. A. Shipping, secretary.

Mount Airy—Land.—H. C. Hopper, S. T. Griffith, of Bedford City, Va.; W. Duke, of Durham, and others have, it is stated, purchased 1,000 acres of land near Mount Airy and will organize a \$5,000,000 stock company to build an industrial city.

Murphy—Mineral Lands.—It is reported that English and American capitalists have purchased 285,000 acres of marble, talc and iron lands near Murphy.

New Berne—Box Factory.—A Boston (Mass.) company may move its box factory to New Berne.

New Berne—Planing Mill.—C. J. Scheelky is erecting a planing mill, as lately stated.

New Berne—Laundry.—Green & Howard will establish a steam laundry, as reported last week, and have contracted for machinery.

Statesville—Barrel and Keg Factory.—Duke & Miller will rebuild their barrel and keg factory, reported in this issue as burned.*

Tarboro—Water Works.—L. N. Cox, of Washington, D. C., has made a proposition to purchase the water works and extend and improve same.

Tarboro—Planing Mill.—The planing mill lately reported will be erected by Pannelle & Eccleston, and will have capacity of 20 M feet of lumber per day.*

SOUTH CAROLINA.

Charleston—Canning Factory.—It is proposed to establish the canning factory mentioned in last issue at Chisolm's Mills.

Columbia—Ice Factory, etc.—J. S. Bailey, J. S. Morse, J. W. Wells and others have incorporated the Johnson Manufacturing Co. to manufacture ice, spokes, hubs, &c. The capital stock is \$15,000.

Florence—Electric-light Plant and Ice Factory.—A \$30,000 stock company has been formed for the erection of the electric-light plant and 10-ton ice factory previously reported. The Florence Improvement & Manufacturing Co. can give particulars.

Rock Hill.—The Rock Hill Land & Town Site Co. has been incorporated with W. B. Wilson, Jr., president; R. T. Fewell, vice-president, and J. M. Cherry, secretary. The capital stock is \$100,000.

Summerton—Fertilizer Factory and Oil Mill.—Brook & Rutledge contemplate erecting a 35-ton cotton-seed oil mill and a fertilizer factory.

Sumter—Ice Factory.—The Sumter Ice Manufacturing Co. will, it is stated, put a 16 ton machine in its ice factory during the winter.

Yorkville—Buggy Factory.—The Carolina Buggy Co. will increase its capital stock to \$100,000.

TENNESSEE.

Blount County.—Timber Land.—Edgar and Frank Watts, of Cumberland Gap, representing a steel and iron company, have purchased from H. B. Wetzel & Co., of Knoxville, 8,000 acres of mineral and timber land for \$20,000.

Bristol—Ice Factory.—The Crystal Ice & Cold Storage Co. has been organized with S. R. Ferguson, president, and C. L. Sevier, secretary, to erect the ice factory mentioned in last issue. The capital stock is \$50,000.

Cardiff—Sheet Iron and Steel Mill.—M. M. Duncan, H. C. Young, C. P. Moore and others have incorporated a \$200,000 stock company for the purpose of building works for the manufacture of sheet iron and sheet steel, to employ 200 men.

Chattanooga—Electric Plant.—The Chattanooga Electric Railroad Co. has secured permit and will soon commence the erection of the plant to operate its road by electricity.

Chattanooga—Pottery.—The Chattanooga Pottery Co., recently reported as organized, is constructing pottery works at Melville.

Chattanooga—Cement Works.—Shrock & Prather, of Springfield, Ill., will probably organize a \$50,000 stock company to establish cement works in Chattanooga.

Chattanooga—Brewery.—It is stated that the Chattanooga Ice & Bottling Co., recently mentioned as to build new brewery, will erect a coopersage factory in connection with same.

Chattanooga—Real Estate.—The St. Elmo Land & Improvement Co., lately reported as incorporated, has a capital stock of \$50,000.

Chattanooga—Rolling Mill.—The Schofield Metal Cross Tie Co., previously reported as organized to manufacture the Schofield patent metal railroad tie, will, it is stated, increase its capital stock \$100,000 to build a rolling mill in which to manufacture its railroad tie.

Chattanooga—Marble Sawing Mill, etc.—Ambrose Wagner contemplates enlarging his marble and stone sawing mill.

Clinton—Water Works.—The stock company previously mentioned has been incorporated as the Electric Light & Water Co. with Henry Clear as president, and C. J. Sawyer, secretary. The company has a capital stock of \$100,000, and will, it is stated, construct works at once.

Cumberland County—Coal Mines.—J. G. Taylor & Co., of Chattanooga, and others purchased the Duncan coal lands in Cumberland and Putnam counties, as stated last week (under Chattanooga), and are forming a company to develop.

Dante—Canning Factory.—Morrow & Coulbourn, of Seaford, Del., will erect a canning factory at Dante, as stated in last issue.

Dayton—Electric-light Plant, etc.—W. Englewood confirms the reported sale of 1,075 acres of land to the Tennessee Industrial Land Co., mentioned last week. The company has authorized Mr. Englewood to receive bids for the erection of an electric light plant and the construction of two iron bridges across the Cincinnati Southern Railroad.

Dickson—Planing Mill, etc.—Indiana parties will, it is stated, erect a planing mill and lime-kiln in Dickson.

Humboldt—Canning Factory.—It is stated that J. P. S. Nelson, H. H. Cozart and others are organizing the stock company reported in last issue as to erect a canning factory.

Knoxville—Round-house.—The Fountain Head Railroad Co. will erect a round-house at Fountain City, as reported recently.

Knoxville.—The Tillery Springs Land Co. has been incorporated. This is probably the stock company reported in last issue as being organized to purchase the Tillery farm and lay a pipe line.

Knoxville—Brewery.—The Knoxville Brewing Co., mentioned in last issue, will double the capacity of its brewery by erecting an additional building.*

Manlyville—Saw Mill.—Presson, Burnet & Co. have erected a saw mill, as recently stated.*

Memphis—Woodworking Factories.—Eastern capitalists are reported as investigating with a view of establishing woodworking factories. Secretary of Commercial Association can give information.

Memphis—Coffin Factory.—A proposition has been made for the removal of a coffin factory to Memphis. Col. Gates can give information.

Morristown—Land.—The Grotto Land Co., reported in last issue, has a capital stock of \$1,000,000.

Nashville—Packing-house.—Edgar Jones is president; Alexander Perry, vice-president, and Charles Hirscher, secretary, of the Nashville Packing Co., reported in last issue.

South Pittsburgh—Water Works.—The South Pittsburgh City Water Co. will erect a new reservoir, as stated in last issue.

Tullahoma—Marble Quarries.—The Awall Marble Co. will probably develop marble quarries near Tullahoma.

TEXAS.

Baird—Cotton Gin.—J. M. Matthews will rebuild his cotton gin, lately reported as burned.*

Dallas—Publishing.—C. Freeman, C. Boremus and C. O. Wood have incorporated the Texas Advertiser Publishing Co. with a capital stock of \$50,000.

Eddy—Water Works.—A system of water works will, it is stated, be constructed.

Edna—Bridge.—The Berlin Bridge Co., of Berlin, Ohio, has, it is stated, received contract for the building of an iron bridge across the Navidad river at Texana.

Fort Worth—Cotton Mill.—It is stated that arrangements have been completed for the erection of the cotton mill previously reported by a \$250,000 stock company, of which S. D. Blake, of Dallas, Texas, is president.

Fort Worth—Stone-sawing Mill.—The Fort Worth Loan & Construction Co. is reported as establishing a stone-sawing mill.

Gainesville—Electric-light Plant.—An electric-light plant will, it is reported, be erected.

Gainesville—Machine Shops.—The establishment of railroad machine shops is talked of.

Galveston—Book Bindery.—Clarke & Courts will, it is reported, erect a book bindery.

Garland—Oil Well.—Curfman & Clark are reported as having sunk an oil well.

Greenville—Electric-light Plant.—Judge Hill and others, of Fort Scott, Kan., have submitted a proposition to erect the electric-light plant mentioned in last issue at a cost of \$9,500.

Homer—Lumber Mill.—The Angelina County Lumber Co. has been incorporated by J. H. Kurth, S. Wiener, Jr., and S. W. Henderson with a capital stock of \$75,000.

Houston—Electric-light Plant.—The Citizens' Electric Light & Power Co. has increased its capital stock \$50,000, as stated in last issue, and contemplates enlarging its electric-light plant.

Iowa Park—Cotton Gin.—A. W. Butts is reported as erecting the cotton gin lately mentioned.

Leggett—Saw Mill.—The Polk County Lumber Co. is reported as having erected a saw mill.

Morgan—Cotton Mill.—Messrs. Butler, Block, Suel and others have organized, it is reported, a stock company to erect the cotton mill previously mentioned.

Orange—Electric-light Plant.—Daniel Morrison will, it is stated, erect an electric-light plant.

San Angelo—Water Works.—The San Angelo Water Works Co. has made a proposition to the city council to expend \$40,000 in the improvement of its works.

Terrell—Electric-light Plant.—The Terrell Electric Light Co., lately mentioned as to erect an electric-light plant, has a capital stock of \$10,000.

Tom Green County—Land. Gist Blair, of St. Louis, Mo., is reported as purchasing 1,000,000 acres of land in Tom Green and Presidio counties for \$50,000.

Whitesborough—Artesian Well.—An artesian well will, it is stated, be sunk.

Wolfe City—Soap Factory.—It is stated that a soap factory will be erected.

Wolfe City—Stove Foundry.—A \$40,000 stove foundry will be established, it is reported.

VIRGINIA.

Bedford City—Wagon Factory.—A company has purchased from J. M. Berry, it is reported, the machinery of the spoke factory mentioned in last issue, and will establish a wagon factory.

Bedford City—Paint Factory.—Messrs. Shaw & Son, of Bridgeton, N. J., have made a proposition to establish the paint factory recently mentioned.

Bedford City—Printing House.—The Marsh Printing Co. has been organized to establish a printing house.

Buena Vista—New Town.—Savernake will be the name of the new town now being built by the Loch Laird Estate & Mineral Co., mentioned in last issue.

Buena Vista—Glass Factory and Woolen Mill. The Buena Vista Co. is reported as negotiating with Western parties for the removal to Buena Vista of a \$500,000 glass factory and a woolen mill to employ 500 hands.

Buena Vista—Electric-light and Power Plant.—The Loch Laird Land, Estate & Mineral Co., lately reported, will, it is stated, erect an electric-light and power plant at its new town of Savernake, adjoining Buena Vista.

Buena Vista—Aluminum Factory.—It is stated that a Cincinnati (Ohio) company will establish an aluminum factory in Buena Vista. The Buena Vista Co. can give information.

Buena Vista—Building Material Factory.—A Philadelphia syndicate has secured site from the Buena Vista Co. on which to erect a building material factory.

Dinwiddie C. H.—Quarries.—William Cooke, of Philadelphia, Pa., has, it is reported, purchased and will develop the Booth quarries in Dinwiddie county.

Front Royal—Mining, Manufacturing, etc.—The Massanutten & Shenandoah Valley Mining, Manufacturing & Improvement Co. has been chartered with George V. Leicester, of Worcester, Mass., president, and C. A. Macatee, secretary. The capital stock authorized is \$1,000,000.

Front Royal.—The West End Land Co. has been chartered with J. L. Hallman, president. The authorized capital stock is \$30,000.

Gordonsville—Shuttle-block Factory.—A shuttle-block factory will, it is stated, be erected.

Goshen—Land.—An English syndicate is reported as having purchased the Grey's Run property for \$300,000 from E. A. Facker, of 1 Broadway, New York city.

Greenville—Flour Mill.—The stock company mentioned in last issue has been organized with H. J. Williams, president, and S. A. D. McKee, secretary, to erect a 100-barrel roller flour mill. The capital stock will be from \$15,000 to \$25,000.*

Hope Mills—Flour Mill.—The Farmers' Milling Co. has purchased the Hope Mills, referred to last week (under Luray), and will remodel to the short roller system.

Irish Creek—Mineral Land.—The Irish Creek Mineral & Development Co. has been incorporated with R. E. Lee, of West Point, as president, and G. D. Letcher, of Lexington, Va., secretary, to purchase and develop mineral land on Irish creek. The capital stock is \$800,000. The company will develop mineral lands and build a town.

Ivanhoe—Iron Foundry, &c.—An iron foundry will, it is stated, be erected.

Lexington—Flour Mill.—The organization of a stock company to erect a roller flour mill with capacity for from 50 to 100 barrels per 24 hours is being considered. J. M. Quisenberry can give information.*

Liberty Furnace (P. O. at Columbia Furnace)—Iron Furnace, etc.—The Liberty Iron Co., mentioned in last issue as building a 30-ton iron furnace, was recently organized with a capital stock of \$500,000. It purchased about 18,000 acres of land, including the Columbia and Liberty furnaces, and has demolished the latter to make way for its new furnace. The company is also building 30 charcoal kilns. H. H. Yard, 473 Drexel Building, Philadelphia, Pa., is president.

Luray—Stone crushing Plant.—G. C. Marshall, S. J. Richey, H. V. Hudson and others have, it is stated, purchased and will erect a stone-crushing plant.

Lynchburg—Plow Works.—Arrangements are, it is stated, being made for the removal from New York to West Lynchburg of a plow factory. The West Lynchburg Land Co. can give information.

Martinsville—Water Works.—A system of water works will probably be constructed.

Petersburg—Land.—The West End Land & Improvement Co. has purchased land near Petersburg and is laying off in town lots.

Petersburg—Trunk Factory.—Hoag & Nolteins will, it is reported, establish a trunk manufactory.

Petersburg—Tinware Factory.—The Seward Tin Works Co., reported in last issue, will establish a tinware factory.*

Portsmouth—Shoe Factory.—A shoe factory will be started, it is reported.

Raphine—Land Improvement.—The Raphine Improvement Co., with H. J. Williams, of Augusta, as president; C. E. Kemper, of Staunton, vice president, and E. G. Hill, secretary, has been organized to improve 121 acres of land adjoining Raphine. The capital stock is \$75,000.

Richlands—Water Works, &c.—The Richland Water, Electric Light, Gas & Power Co. has been organized and has, it is stated, let contract to Howard Murphy, of Philadelphia, Pa., for the construction of its water works.

Richlands—Brewery and Ice Factory.—A. M. Hance, of Philadelphia, Pa., will, it is stated, erect a brewery and ice factory in Richlands.

Richmond—Sash-holder Factory.—The Richmond Sash Holder Co. has been organized with S. H. Bowman, president; A. L. Wilkinson, Sr., vice-president, and George Crutchfield, secretary, to manufacture a patent sash holder. The capital stock is \$20,000.

Richmond—Straw Hat Factory.—Stokes & Simmons have established a straw hat factory in connection with their business.

Richmond—Fertilizer Factory.—The Durham Fertilizer Co., of Durham, N. C., is putting new machinery in its fertilizer factory in Richmond.

Richmond—Publishing, &c.—The Everett Waddy Co., reported in last issue, will succeed the publishing and printing house of Everett Waddy.

Richmond—Publishing.—The Leader Democrat Publishing Co. has been incorporated with Page McCarty as president; B. P. Owen, Jr., vice-president, and W. P. Marshall, secretary, to publish two newspapers, one in Richmond and the other in Manchester. The capital stock is \$10,000.

Roanoke—Brewery.—The Virginia Brewing Co. is reported as enlarging its brewery.

Roanoke—Real Estate.—The Beall Investment Co. has been incorporated with B. L. Greider, president; J. S. Simmons, vice-president, and Olen Beall, secretary, to deal in real estate. The capital stock is \$10,000.

Roanoke—Land.—The Elevated Plateau Land Co. has been incorporated with B. Preston, president; L. L. Powell, vice-president, and C. I. Lunsford, secretary. The capital stock is \$32,000. This company has, it is stated, purchased 32 acres of land near the Melrose Driving Park and will develop same.

Roanoke—Stone Quarry.—J. W. Neal, J. R. Cunningham and others have, it is reported, purchased a stone quarry near Prospect Depot and will probably develop.

Roanoke—Bridge.—E. McConnell, of Rockbridge county, has received contract at \$11,432 for the construction of the approaches to bridges over Randolph, Henry and Park streets, recently mentioned.

Roanoke—Engine Works.—The Duval Engine Co., of Zanesville, Ohio, is reported as having signed contract to move its engine works to Roanoke.

Roanoke—Car-wheel Works, &c.—F. J. Kimball, president of the Norfolk & Western Railroad Co., states that car-wheel works and a large number of other enterprises will be built in Roanoke to employ in the aggregate several thousand hands.

Roanoke—Land.—The Northwest Land Co. has been incorporated with C. W. C. Woolwine, president; Charles Lyle, vice-president, and C. A. Woolford, secretary, and purchased 168 acres of land. The capital stock is \$20,000.

Salem—Iron and Marble Lands, &c.—The Standard Iron Co. has been organized with W. W. Brand, president; F. G. Webber, vice-president, and J. M. Taliaterro, secretary, to develop iron, marbles, glass sand deposits and other minerals near Mason's Cove. The capital stock is \$300,000.

Salem—Carriage Factory.—E. L. Yancey, of Culpeper, and M. H. Clarke are reported as erecting a carriage factory.

Salem—Ink Factory.—The \$20,000 stock company recently mentioned as to be organized to erect an ink factory, has been incorporated as the Williams Ink Co. with W. M. Nelson, president; J. McLaughlin, vice-president, and George Allen, secretary.

South Boston—Tobacco Prizery.—Alexander Bruce has, it is stated, received contract for the erection of a tobacco prizery for the American Tobacco Co.

South Boston—Buggy Factory.—The Barbour Buggy Co., recently mentioned as to erect a four-story building 50x150 feet, has awarded contract for same to James Traver, to be completed January 1.*

Stanley—Wood Pulp Factory.—Boston capitalists are, it is stated, arranging for the erection of a wood pulp factory in Stanley for the manufacture of paper pulp.

Staunton—Brick Works.—The Excelsior Pressed Brick Co. has been incorporated with Samuel Forrer, of Basic City, president; Isaac Witz, vice-president, and C. W. Warden, secretary, to manufacture brick. The capital stock is to be not less than \$5,000 nor more than \$25,000.

Suffolk—Electric-light Plant.—H. R. Culley is reported as erecting building for an electric light plant in East Suffolk.

Tacoma—Electric-light Plant.—The Thomson-Houston Electric Co., of Boston, Mass., has contract for erecting the electric-light plant recently mentioned.

Vinton—Silver Mine.—E. Stoddard and R. G. Pace will, it is reported, organize a company to develop a silver mine near Vinton.

Williamsburg—Canning and Peanut-cleaning Factory.—The Williamsburg Peanut Cleaning & Canning Co. is reported as to be organized to erect a peanut-cleaning and canning factory. The minimum capital stock is to be \$50,000.

Wytheville—Stove Works.—It is reported that Ohio parties will move a stove factory to Wytheville. The Wytheville Development Co. can give information.

Wytheville—Iron Foundry.—It is stated that contract has been closed for the erection of an iron foundry by J. E. Gill, of Raleigh, N. C.

WEST VIRGINIA.

Barnum—Coal Mines.—Davis Bros., of Elkins, are, it is stated, negotiating for the purchase of the Kalbaugh coal mine near Barnum.

Belmont—Oil Wells.—The Fleetwood Oil Co. has been incorporated.

Charleston—Improvements.—The South Charleston Land & Improvement Co. will, it is stated, expend \$23,000 in improving its property.

Charleston.—The West Charleston Co. has, it is stated, purchased 130 acres of land near Charleston for \$80,750 and will improve same.

Charlestown—Coal Lands.—The Charlestown Mining & Manufacturing Co. has, it is stated, purchased 100 acres of coal land from John Burns for \$13,000, and will develop.

Davis—Saw Mill.—Pennsylvania and Maine capitalists have, it is stated, purchased a large tract of timber land near Davis and will erect the saw mill lately mentioned. H. G. Davis & Co. can give information.

Grafton—Oil Well.—Rector & Co. are reported as to sink another oil well.

Huntington—Wagon Factory, Machine Shops, &c.—M. C. Dimmick writes that negotiations are pending for the erection of machine shops, wagon factory and other industries.

Huntington—Boiler and Machine Works.—The Wheeling Malleable Iron, Boiler & Machine Works will, it is stated, move its plant to Huntington.

Irontown—Fire-clay Factory.—Pittsburgh (Pa.) parties and others have organized the West Virginia & Pittsburgh Fire-Clay Manufactory with a capital stock of \$50,000, and will, it is stated, erect a fire-clay factory at a cost of \$30,000.

Keyser—Dry-kiln.—J. E. Miller is reported as adding a dry kiln to his lumber plant.

Kingwood.—Electric-light Plant.—A Washington (D. C.) company has made a proposition to erect an electric-light plant in Kingwood.

Littleton—Oil and Gas Wells.—The Littleton Oil & Gas Co. has been incorporated with a capital stock of \$7,500.

Martinsburg—Factory.—The Vic or Flour Bin Co. is reported as organized to manufacture a new flour and grain bin.

Parkersburg—Oil Wells.—T. B. & H. P. Camden have organized the Lucky Oil Co. to sink oil wells.

Parkersburg—Oil Wells.—The Friendly Oil Co. with a capital stock of \$2,000 has been incorporated.

Parkersburg—Oil Wells.—The Jackson Oil & Mining Co. has been incorporated.

Romney—Flouring Mill, &c.—The Romney Manufacturing, Land & Improvement Co., recently reported as organized to erect a flour mill, etc., has a capital stock of \$100,000.

St. Mary's—Oil Wells.—The Mutual Oil Co. has been incorporated.

Wellsburg—Brick and Tile Works, &c.—T. W. Carmichael and W. C. Jacob, referred to last week, have made arrangements for the manufacture of brick, tile roofing, etc.

Wellsburg—Brick Works.—T. W. Carmichael and W. C. Jacob have, as stated in last issue, purchased 10 acres of clay lands near Wellsburg, and will organize a \$50,000 stock company to manufacture ornamental brick and roofing tile.

West Virginia—Coal Lands.—A company has, it is stated, been organized in Philadelphia, Pa., to develop 5,000 acres of coal lands in West Virginia.

Wheeling—Machine Shops.—Woods Bros. have received contract to erect new machine shops, 40x90 feet, for the Excelsior Machine Works.

Wheeling—Oil Well.—The Wheeling Development Co. is sinking a new oil well.

Wheeling—Planing Mill.—A. D. Fisher is rebuilding his planing mill, recently burned.

Wheeling—Blind and Awning Factory.—The Baltimore Blind & Awning Co. has been incorporated with a capital stock of \$100,000.

Wheeling—Oil Wells.—The Custer Oil Co. has been incorporated.

BURNED.

Burlington, N. C.—The storage warehouse of the Burlington Coffin Factory; estimated loss \$7,000.

Dublin, Ga.—The Dublin Bottling Works.

Gordon, Texas.—The Gordon roller flour mill; estimated loss \$30,000.

Kinston, N. C.—The turpentine distillery of J. B. Smith at Pine Hill.

Raleigh, N. C.—The cotton gin of Samuel Watts near Raleigh; estimated loss \$1,100.

Seneca, Texas.—The saw mills of R. W. Snelling & Co.

Statesville, N. C.—Duke & Miller's barrel and keg factory. Will be rebuilt.

Weldon, Texas.—The cotton gin of Rosamond & Sons.

Winnboro, Texas.—The grist mill and cotton gin of S. W. Templeton.

Building Notes.

Anderson, Texas.—L. R. Wren will receive proposals until October 15 for the erection of a new courthouse.

Anniston, Ala.—Dr. Burkhead, of Montgomery, will erect a three-story brick building, and Miller & Butt are preparing plans for a four-story building, 55x120 feet, for R. H. Cobb.

Atlanta, Ga.—F. M. Farley is reported as to erect a residence.

Bailey, Texas.—The Methodists have let contract, it is stated, for the erection of a church.

Baltimore, Md.—Building permits have been granted to John Evans for two two-story brick buildings, and T. Leimbach for a three-story brick building on Eutaw street.

Bay Ridge, Md.—Stockholders in the Chesapeake & Columbia Investment Co., which recently purchased 340 acres of land near Bay Ridge, will, it is stated, build 10 cottages on the property. Dr. W. P. C. Hazen, T. W. Smith and others, of Washington, D. C., are the organizers of the company.

Birmingham, Ala.—Permits have been granted to Moore & Fitzgerald for the erection of 3 brick buildings to cost \$27,500 and Smith & Graves for a 3-story brick building to cost \$8,000; a 2-story brick building to cost \$18,000, and to construct brewery stables for the Schillinger Brewery Co. at a cost of \$6,000.

Bristol, Tenn.—The Norfolk & Western Railroad Co. (office, Roanoke, Va.), the East Tennessee, Virginia & Georgia Railroad Co. (office, Knoxville, Tenn.) and the South Atlantic & Ohio Railroad Co. contemplate erecting a \$50,000 union depot.

Buena Vista, Va.—A \$7,000 school building is reported as in course of erection.

Buena Vista, Va.—A. K. Rarig will, it is reported, erect a residence.

Charlotte, N. C.—It is reported that the Richmond & Danville Railroad Co. (office, Richmond, Va.) will build 500 five-room cottages for the employees of the shops it contemplates erecting.

Chattanooga, Tenn.—S. M. Patton is preparing plans for the erection of a residence for L. S. Colyar; he has also prepared plans for a residence for C. A. Lyerly.

Chattanooga, Tenn.—S. M. Patton has prepared plans for residences for J. P. Hosk, N. W. Carothers and Ernest Shackelford.

Chattanooga, Tenn.—The Lookout Mountain Railroad Co. will, it is reported, erect a two-story stone depot.

Chattanooga, Tenn.—S. M. Patton has prepared plans for the erection of a new Jewish synagogue; also for an African church to cost \$20,000.

Chattanooga, Tenn.—The Chattanooga Southern Railroad contemplates erecting a three story freight depot.

Clarksville, Tenn.—The Knights of Pythias are erecting a temple.

Cleveland, Tenn.—Hotel.—The Tucker Springs Hotel Co. will, it is reported, shortly commence the erection of a hotel.

Comanche, Texas.—William Moody, of Granbury, has secured contract at \$64,000 for the erection of the new courthouse previously reported as to be erected.

Crawfish Springs, Ga.—The Crawfish Springs Land Co. is reported as to erect a \$7,000 depot at the junction of the Chattanooga & Gulf and the Chattanooga, Rome & Columbus Railroads.

Culpeper, Va.—The erection of a \$10,000 school building is proposed.

Cumberland, Md.—The Cumberland Loan Association has been organized with E. H. Welsh, president, and C. E. Hambright, secretary.

Decherd, Tenn.—B. C. McGill and A. J. Hines will erect dwellings.

Denison, Texas.—Mr. Prater is reported as to erect a three story business block.

Dothan, Ala.—The Presbyterians contemplate erecting a new edifice.

Dresden, Texas.—A building will be erected for school purposes.

Fort Gaines, Ga.—The Baptists are reported as to erect an edifice.

Fort Meade, Fla.—The Fort Meade Phosphate, Fertilizer, Land & Investment Co. will build a number of houses for employees.

Fort Payne, Ala.—L. L. Cochran will receive proposals until November 3 for all the labor and materials required in the erection and completion of the DeKalb county courthouse lately mentioned.

Fort Worth, Texas.—The Builders' Loan & Savings Association, previously reported as having applied for charter, has been organized by K. M. Vanzandt, J. R. Sandridge, I. Carb and others; capital stock \$200,000.

Franklin, N. C.—A building and loan association is being organized.

Gainesville, Ga.—A branch of the Georgia Co-operative Loan Co. has been organized with M. D. Hudson, president; P. U. McDermend, secretary and treasurer. The object is to secure the erection of dwellings.

Gainesville, Ga.—Hotel.—The Georgia Development Co. is reported as to build a hotel at New Holland Springs.

Glasgow, Va.—The Glasgow Real Estate Exchange contemplates the erection of a building to cost from \$8,000 to \$10,000.

Greenville, Texas.—It is stated that a \$10,000 stock company will be formed for the purpose of erecting a club house.

Greenville, Texas.—A new edifice will, it is reported, be erected for St. Paul's Episcopal church.

Greenville, S. C.—The Farmers' Alliance has, it is reported, selected site and will erect a warehouse.

Henderson, N. C.—It is stated that Northern parties have purchased site from J. R. Young on which to erect a school for colored pupils.

Itasca, Texas.—It is reported that the members of the Christian Church will erect a new edifice.

Jackson, Tenn.—Application will be made for the incorporation of the Home Builders' Association with a capital stock of \$200,000.

Jacksonville, Fla.—The Mount Zion African Methodist congregation is erecting a church 101x62 feet to cost \$16,000.

Kaufman, Texas.—It is stated that a new Christian church will be erected.

Kensington, Ga.—Hotel.—Whitliffe & Pressley are contractors for the new hotel reported as in course of erection.

Louisville, Ky.—The alumni of the Female High School will probably build a memorial hall.

Linville, N. C.—A building and loan association has been organized with J. R. Ervin as president, and E. P. Holcombe, secretary; capital stock \$200,000.

Macon, Ga.—J. H. Hertz, secretary board of education, will receive proposals until October 14 for the erection of a school building on Pleasant Hill.

Marion, N. C.—Hotel.—It is stated that the Old North State Land Co. will soon let contract for the erection of a 60-room hotel.

Middlesborough, Ky.—Mrs. Langtry is reported as to erect a building to cost \$8,500, and H. H. Curtis, of New York, a building to cost \$5,000.

Mt. Sterling, Ky.—The Farmers' Alliance of Montgomery county will probably form a company to build a \$50,000 tobacco warehouse.

Natchez, Miss.—The Champion Iron Works, of Kenton, Ohio, has secured contract at \$25,595 for the erection of the new jail for Adams county, previously reported.

New Orleans, La.—The Screwmen's Homestead & Building Association has been chartered with a capital stock of \$5,000.

Norfolk, Va.—A branch of the Iron Belt Building & Loan Association, of Roanoke, has been organized with J. C. Emerson, president, and C. A. Warner, secretary.

Palatka, Fla.—R. J. Adams will receive proposals until October 6 for the erection of the two school buildings previously mentioned.

Palestine, Texas.—N. J. Clayton & Co. have prepared plans for the erection of the new edifice

for the Sacred Heart Roman Catholic Church. It is to be 40x160 feet and cost \$15,000.

Pecos City, Texas.—A \$20,000 school building is reported as to be erected.

Pine Bluff, Ark.—B. J. Dans has secured contract for the erection of an iron-clad warehouse for the Union Co-operative Warehouse, Cotton, Stock & Wagon-yard Association.

Raleigh, N. C.—The Seaboard Air Line and the Richmond & Danville Railroad Co. (office, Richmond, Va.) will probably soon let contract for the erection of a union depot.

Rayner, Texas.—It is reported that a \$10,000 school building will be erected.

Rocky Mount, Va.—The board of supervisors of Franklin county will soon let contract for the erection of a new jail.

San Antonio, Texas.—Hotel.—It is reported that a \$2,000,000 company has been incorporated by Samuel, George, Albert and Mrs. Mary Maverick and Reagan Houston to build the large hotel previously reported.

Searcy, Ark.—Penn & Baker, of Clarksville, have secured contract at \$24,742 for building the Searcy College previously reported.

Sequatchie, Tenn.—A \$25,000 building is reported as to be erected for the Sequatchie Valley Banner.

Seymour, Texas.—The Methodist Episcopal Church South has submitted a proposition to erect a college to cost \$40,000, provided a suitable site and a bonus of \$10,000 is donated. The offer is said to have been accepted.

Sutton, W. Va.—The Sutton Building & Loan Association has been incorporated.

Tampa, Fla.—J. A. Wood, of New York, has prepared plans for the erection of a new courthouse to be 160x65 feet.

Troy, Texas.—The Baptists contemplate erecting a new church.

Wallis Station, Texas.—Hotel.—A hotel is reported as to be erected.

Wallis Station, Texas.—The Baptists will, it is reported, erect a new church.

Washington, D. C.—It is stated that a large building will be erected for the Ohio National Bank. Hon. J. D. Taylor can give information.

Washington, D. C.—Hotel.—The Eckington Hotel Co. will, it is reported, erect a three-story hotel to be 240x320 feet, at Eckington, to cost \$250,000, with elevators and steam heating.

Washington, D. C.—The congregation of the Eighth Street Hebrew Temple contemplates erecting a new edifice.

Washington, D. C.—The Central Dispensary and Emergency Hospital will, it is reported, erect a new building. B. H. Warner can give information.

Washington, D. C.—A. Lister will, it is reported, erect a five-story building, 100x100 feet, to cost \$200,000.

Washington, D. C.—C. H. Fickling will erect 5 two-story brick dwellings to cost \$14,000; A. Heckman, 10 two-story brick dwellings to cost \$30,000; James E. Turton, a three-story brick dwelling to cost \$5,000; W. A. Ehrmanntrout, 6 two-story brick dwellings to cost \$6,000; and plans have been prepared by N. T. Haller for the erection of 5 two-story dwellings, 18x50 feet, for E. J. Hannan, to cost \$12,000.

Washington, D. C.—Chief Parris, of the District Fire Department, recommends that \$12,000 be appropriated for rebuilding Nos. 2 and 4 engine-houses.

Washington, D. C.—Emmert & Heisley have secured contract for the erection of a three-story warehouse 30x78 feet to cost \$6,500 for J. J. Hogan.

Wheeling, W. Va.—J. G. Goodwin & Co. will erect a four-story brick building 160x18 feet to cost \$7,000.

Wilmington, N. C.—It is stated that the Baptists will erect a new church to cost about \$25,000. J. M. Westall can give information.

Wilmington, N. C.—The Wilmington & Seacoast Building & Loan Association has been organized with Michael Cronly, Sr., president; Jacob S. Allen, vice president, and W. M. Cumming, secretary.

Wolfe City, Texas.—A school building is reported as to be erected.

Prosperous and Progressive Buena Vista.

BUENA VISTA, VA., Sept. 29, 1890.

Editor Manufacturers' Record:

Everything here is moving along in fine shape, and Buena Vista is pushing forward more rapidly than ever and with brighter prospects than could have been deemed possible a few months back. Few people could have dreamed a little over a year ago, when Buena Vista was first started, that within so short a time such gigantic developments would take place. Every week adds to the list of new enterprises and shows increased activity in every line of development.

One of the most important enterprises

that could possibly have been secured for any town in Virginia, is the great machine works that are to be built by the Alex. K. Rarig Co., of Columbus, Ohio. This company has been reorganized and added local capital, and now has a paid-up stock of \$300,000, and will immediately commence the building of machine shops, foundry, &c., having an aggregate length of over 1,000 feet. The buildings are all to be brick and of the most substantial character. These works will build the finest class of machinery, such as blowing engines and heavy machinery of this character for blast furnaces, and also boilers, engines and similar work. This is not only a new enterprise for Virginia, but it is an industry of almost an entirely new character for the whole South, because heretofore nearly all blast furnace machinery has had to be secured in the North or West. It is one of the most important enterprises that has ever been removed from the West to the South, and it means great things for this section of the country, showing, as it does, how Western as well as Northern enterprises realizing the future of Virginia are moving this way.

A new loan and trust company with a capital stock of \$200,000 has just been organized, and an \$800,000 mining and development company which, while it will establish a town a few miles from here, will really help Buena Vista, as everything started within a radius of five or ten miles will be tributary to this place.

It is understood that work on a street railroad is to commence very soon and be pushed forward to an early completion.

The investment of capital by English people has been very heavy around Buena Vista, and the promoters of new enterprises expect to do great things.

Luray and Its Attractions.

LURAY, VA., Sept. 27, 1890.

Editor Manufacturers' Record:

In glancing over the many wonderful improvements that have taken place in the new industrial South within the past twelve months, we can but look with amazement and astonishment at the rapid progress the Old Dominion has made. Here numerous hidden minerals of every description are being rapidly discovered, and not a moment is lost in utilizing and developing them. Many large fortunes have been made in the Southwest, at Roanoke, Buena Vista, Basic City and other places, but at this writing there is no point in all the line of progress better adapted for money-making than Luray. Her mineral resources are inexhaustible, building and manufacturing sites the best in the valley, and the management can offer inducements to enterprises that can not be excelled in the South, if equalled. Large fortunes have already been made here, and others are to follow. Several large enterprises have already been negotiated for, and others are under way, among them a horse-shoe nail factory, engine and boiler works, broom factory with the capacity of 800 dozen per day; also a furniture factory, which is already under construction. We have now completed and at work the second largest tannery in the world, a planing mill, carriage works and electric-light plant. Of hotels we have one of the finest in the country. The Luray Inn, with the capacity of 400 guests, is a magnificent hotel, well-furnished, and in every particular a first-class place.

In addition to all this we have the most wonderful caverns in the world, and in the near future the new management contemplate making some improvements in these in the way of lighting and beautifying the surroundings. Those who have money to invest will do well to invest in Luray, as her success is assured. Already property is changing hands rapidly at a good advance. At the recent lot sales, held here 24th and 25th of this month, 285 lots were sold at an average of about \$400 each, aggregating nearly \$150,000. In less than 12 months this will be a bustling little town of 5,000 to 10,000 inhabitants.

OUR IRON AND STEEL EDITION.

Comment on the Atkinson Article and the Visit of Members of the Institute.

New York Journal of Finance.

Edward Atkinson, the political economy student and essayist, is always interesting. He never writes what is dull. He rarely touches a subject that hasn't current importance in it. But his latest work is peculiarly and especially valuable. He has been spending months in the South studying industrial conditions there with a view more particularly as to the prospects of success in establishing iron-making enterprises of consequence.

It need not be said that Mr. Atkinson's work has been done intelligently and thoroughly. The results of his investigation are embodied in an elaborate report made through the MANUFACTURERS' RECORD, of Baltimore, and his findings are of a nature calculated to awaken enthusiasm. He is satisfied not only that the South can make iron, but he predicts for it the future "center" of American furnaces.

"Supremacy in the production of iron," says Mr. Atkinson, "must go to the point where the facilities for working the mines and the cost of assembling the materials at the furnace are least, because at that point the highest wages can be paid for skilled workmen, accompanied by the lowest cost of production, which will be due to such favorable conditions. When this great section of heavily-timbered mountain ranges and broad, high valleys, sometimes called the 'Land of the Sky,' which had been kept from view by the surrounding pall of slavery, first began to be opened, the writer ventured to describe it with the Cumberland and Piedmont plateaus on each flank and the high uplands of Georgia and Alabama on the south as comprising an area nearly as large as France and twice the area of Great Britain, containing a potentiality in agriculture equal to either, and in mineral and timber equal to both combined."

After giving in detail the reasons for the South's position in iron making by virtue of its abundance of raw materials, Mr. Atkinson says: "One may not venture yet to name the specific place or places, but suffice it that if one should stand upon the top of the highest peak among the Great Smoky mountains in the heart of the Southern Appalachian chain, and could bring within his vision all that would come within a radius of 75 to 100 miles, he might be able to establish the center of an iron and steel production which would not be far away from what has been called the 'center of gravity' of the population of this country. If he could then bring within his vision the whole configuration of the area enclosed within a circle of about 150 miles in diameter, centering on the Great Smoky mountains, he might trace the lines made by the erosion of the rivers and the gaps in the ranges on which the rails may be laid to the northwest at the southern border of Ohio, and to the southeast on the way toward the Atlantic ports of South Carolina, over which the metal produced at the possible future center of the iron production of this country may be distributed on the easiest grades either for domestic consumption or for the supply of foreign markets."

And, prophesies this cool-headed investigator, this certain industrial advance "may and probably will settle the race question."

Happy Dixie!

New York Tribune.

Baltimore, Sept. 25.—The Sun notes the omission of Baltimore from the itinerary of the foreign delegates to the international convention of iron and steel manufacturers, and adds: "Surely there is

public spirit enough among the public men and live merchants and manufacturers of the city to extend an invitation to the excursionists and urge its acceptance." Commenting upon the complaint of The Sun, the MANUFACTURERS' RECORD states that it has been working for several months to induce the foreign delegates to the convention to visit the South, and has received from England a list of 184 names of leading English iron and steel makers who have already agreed to go South while in the United States. Including members of the Continental iron institutes, there will probably be at least 300 foreign visitors to the South.

Cordley & Co.'s (Boston Bankers) Financial Circular.

Though it has no immediate direct bearing on the stock market, we cannot forbear calling the attention of our readers to the masterly letter on the future of iron manufacturing published by Edward Atkinson in the MANUFACTURERS' RECORD last week. Mr. Atkinson estimates that within the next twenty years the world's demand for iron and steel will increase to double its present proportions, with the continued tendency to increase to still larger dimensions. These estimates have been submitted to Mr. Abram S. Hewitt, one of the leading iron masters of the country, and approved by him. Mr. Atkinson, in looking the world over for the spot where iron and steel can be most cheaply produced to meet this enormous demand, locates the center of the industry in the section of country formed by East Tennessee, Western North Carolina and Southwestern Virginia. This statement is truly encouraging and stimulating to those who have been so fortunate as to invest in that section. Mr. Atkinson says further that, in the section so described, he believes the iron ores necessary for the manufacture of Bessemer steel can be simply quarried out of the earth at an absurdly low cost for mining; that the coal needed for the manufacture of coke can be easily obtained, and that the limestone required in the blast furnaces can be found in great abundance; that, therefore, iron and steel can be produced at a minimum cost in unlimited quantities and under conditions that will admit of its shipment to the interior of the country or to tide-water at a relatively low cost. It is very remarkable that this statement of Mr. Atkinson's should appear coincidentally with the first successful actual production of steel on a large scale from Southern ores, the Southern Iron Co. having last week successfully started up its new steel plant at Chattanooga. It is believed that this plant will produce steel \$9 per ton cheaper than the Northern furnaces. This practical demonstration of what Southern iron-makers have long believed, will, when it becomes generally recognized, double the value of every well located and well managed iron plant in the section named by Mr. Atkinson.

Lynchburg (Va.) News.

In view of the visit of these iron and steel makers of Europe, Mr. Edward Atkinson, of Boston, contributed a ten-page article to last week's issue of the MANUFACTURERS' RECORD upon the iron and steel interests of the world. This article, the result of many months special study of the subject, may be accepted as the highest possible authority upon the topic of which it treats. He shows that this country is the greatest consumer of iron and steel in the world. He also demonstrates that the comparative juxtaposition of coal and ores in certain parts of the country as compared with the long transportation from Spain and Africa to Great Britain, and also the surface character of our deposits as compared with the deep mines of England, will enable American manufacturers to make iron and steel as cheaply as they are now made in England, despite the low wages paid in the latter country. The

figures adduced by Mr. Atkinson, from seemingly authentic sources, are simply astounding. Basing his estimates on careful calculations made by himself, by Hon. Abram S. Hewitt and others, he holds that the world's present production of 28,000,000 net tons of pig iron, of which the United States will make during 1890 about 10,000,000 tons, must, within the next 10 years, or in 1900, be increased to not less 44,000,000 tons, even at the lowest possible rate of increase, based on the growth that continued from 1856 up to the present time; while the rate of increase of late years, during which demand for iron has so broadened, would show that the world will need and must have not less than 56,000,000 tons in 1900. These calculations are based on the normal rate of growth for the last 50 years, and do not take into consideration the possibility, and, in fact, the almost certainty, of a great increased demand by reason of the opening up of Africa and Asia.

These figures do, indeed, seem fabulous. But nothing is fabulous or incredible in this modern era of industrial development. The Arabian Nights entertainments have lost their power to fascinate. Truth is stranger than fiction; and the realizations of science and skill and enterprise in our day surpass the most wonderful marvels of imagination. * * *

The down-trodden and long-suffering South is to be henceforth the theatre of the grandest industrial development ever witnessed on this terrestrial ball. What a victory—long deferred, but come at last. The mills of the gods grind slowly, but they grind exceedingly fine. Our day of jubilee has come. There is no doubt, no rational doubt, that the seat of the greatest industrial operations of the next decade will be in the States of the American Union that lie south of Mason and Dixon's line. * * * Herein lies our regeneration; herein is our victory over death. The march of empire in the future is in the track of the greatest and grandest development and expansion of the iron industries. Iron is king. The South is the dominion of this iron king.

Norfolk Virginian.

* * The condition of the iron problem, according to Mr. Atkinson, will inevitably bring into prominence and profitable development every point, both in America and Europe, where materials demanded for iron production can be assembled at a reasonable cost. In no portion of the world are the natural conditions for the production of iron so favorable as they are in the South, and Mr. Atkinson is convinced that before the end of the next decade the South will be the source of the world's chief iron and steel supply.

Wilmington (S. C.) Star.

Mr. Edward Atkinson, of Boston, has contributed a most interesting paper to the Baltimore MANUFACTURERS' RECORD on the world's iron trade, in which he predicts that the future center of iron production in the United States will be in the South, and he locates it in pretty much the same area that Hon. Jere Baxter did in his speech at Chattanooga, when he drew the line from Roanoke, Va., to Birmingham, Ala. * * *

This is especially interesting to the South, inasmuch as iron production is becoming one of her great industries which grows greater every year, and will continue to grow until she reaches that supremacy towards which she is so rapidly and steadily advancing.

This is not a matter of mere haphazard speculation based on the wish rather than on the conviction, but is based on facts which taken together point as unerringly to this result as the needle does to the pole. If there were only a few thousand tons of iron consumed annually a little difference in the cost per ton would not amount to anything worth considering, but when we

realize the great amount that is annually used, and the large annual increase of consumption, even a small reduction in the cost per ton becomes a matter of vital importance.

That section which can produce and put iron on the market at the least cost to the consumer must eventually secure a monopoly of the business, and that section which has the greatest quantity of suitable ores, and has in close proximity an abundance of the other materials suitable to the economical working of these ores, can do this. The South has all this; the greatest abundance of ores of superior quality, easily and cheaply mined; an abundance of cheap coal for coking purposes in the same belts from which the ore is mined, and in close proximity to these an ample supply of limestone and manganese. In addition to this she has her magnificent forests to supply all the demands for timber and fuel for the people, rich lands to supply them with food, and a mild climate where but little hardship is experienced from extremes of weather, and where the cost of living to the laborer is as low as it could be with comfort anywhere. All this is right where the iron comes from. When the comforts of life are within reach at a comparatively small cost, the price of labor need not be high, and in this the iron-maker of the South has the advantage of his competitor further north who has few of these advantages.

To-day the highest cost of making pig iron in the South is but a little above the lowest price in the iron-producing sections of the North, and will doubtless in the near future be still less. The South has passed the experimental period, and is now moving on to the fulfillment of her destiny as the greatest iron and steel producer on this continent.

Birmingham Herald.

Mr. Edward Atkinson contributes to the Baltimore MANUFACTURERS' RECORD of this week a very exhaustive and valuable paper on the iron and steel interests of the world. Mr. Atkinson has been engaged in the study of the subject for several months, and in the preparation of his paper has employed to its best advantage his superior faculty for marshaling facts and statistics. The paper is very valuable for the information it furnishes, and will astonish the most sanguine iron man in the vast probabilities it points out for the iron and steel industry of the future. A particularly gratifying feature of Mr. Atkinson's article is his conclusion that the center of all this tremendous iron industry, which is to so materially effect the world, of the future will be in the South.

Charleston (S. C.) World.

The Baltimore MANUFACTURERS' RECORD has issued a special "Iron and Steel Edition," in which this great industry is reviewed and its outlook in the United States presented by the noted writer on economics, Mr. Edward Atkinson.

This issue is especially timely on account of the visit of several hundred leading English iron and steel producers to this country at this time.

Mr. Atkinson opens his paper with a statement of the national importance of this industry, "since the foundation of modern industry and commerce is based upon the non-precious metals, and more than any other upon iron." He believes that iron and steel will be made in this country at as low a cost as in England, since the nearness of the ores and coal in parts of this country saves the expenditure which England has to incur in transporting ores from Spain and Africa, and the increased depth and heat of the coal mines of England counterbalances the higher wages in the United States.

The prices, Mr. Atkinson thinks, must steadily tend upward throughout the world, on account of the rapidly increasing consumption, which will tax the iron-making

countries for the next ten years to keep up with it. In these ten years the present world's production of 28,000,000 net tons of pig iron must be increased to not less than 44,000,000 tons, and in 1901 the world will need and must have 56,000,000 tons. These calculations, Mr. Atkinson holds, are based on the normal rate of growth for the last fifty years, not including the increased demand that will follow the opening up of Asia and Africa.

The construction of the trans-Siberian Railway; the opening up of Southeastern Europe and Western Asia with railways; the railways which may parallel the Euphrates; the probability of China building railways; the development of Africa and South America—all these causes make it almost impossible to compute the probable future demand for iron.

This enormous increase in the demand for iron and steel requires production to be carried to the highest point wherever the raw materials can be assembled at a reasonable cost and furnaces be operated to advantage. Neither in Europe nor America, but it is in the South that the world's steel and iron production will probably center. * * *

MACHINERY WANTED.

If you desire to purchase machinery of any kind consult our advertising columns, and if you cannot find just what you wish, send us particulars as to the kind of machinery needed. We will make your wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. You will thus get all information desired as to prices, etc.

Barrel and Keg Factory.—Duke & Miller, Statesville, N. C., want at once catalogs with cuts and prices on machinery for manufacturing half-barrels and kegs.

Barrel-stave Machinery.—W. M. Johnson, 30 Baxter Court, Nashville, Tenn., wants to correspond with manufacturers of machinery for making tight barrel staves.

Boiler.—Presson, Burnett & Co., Manlyville, Tenn., want to purchase a boiler.

Boiler and Engine.—J. E. Hatcher, Buchanan, Va., wants to purchase a boiler and engine.

Boiler and Engine.—J. M. Matthews, Baird, Texas, will want a boiler and engine.

Boiler and Engine.—Harry C. Sloan, Lakeland, Fla., wants a 25 horse-power boiler and engine for electric lighting.

Boiler, Engine, etc.—A boiler and engine and galvanized cornices will be required for the main building of Trinity College. C. H. Norton, Durham, N. C., can give information.

Broom Factory.—George N. Wilson, 258 West Mulberry street, Springfield, Ohio, wants broom-corn machinery with capacity to turn out 300 dozen per week.

Buggy and Wagon Machinery.—The Barbour Buggy Co., South Boston, Va., wants prices on machinery for the manufacture of buggies and wagons.

Carding, Spinning and Weaving Machinery.—C. B. Warrand, Savannah, Ga., will want carding, spinning and weaving machinery for the manufacture of bagging and burlaps.

Cars.—The Bristol Street Railway Co., Bristol, Tenn., want prices on 5 cars.

Cars, Rails, &c.—H. P. Camden, Parkersburg, W. Va., will want cars, rails, etc., for a street railway.

Cigar Factory, etc.—P. G. Bowman, Summerton, S. C., wants information as to machinery, etc., for a cigar factory; also desires address of manufacturers of small patented articles.

Corn Mill.—O. A. Horne, Hawkinsville, Ga., wants prices on latest improved corn mill.

Cotton Gin.—J. M. Matthews, Baird, Texas, will want a complete cotton gin outfit.

Decorticating Machinery and Boiler.—C. B. Warrand, Savannah, Ga., will want decorticating machinery for reducing palmetto leaves by chemicals; also a rotary boiler such as used in paper mills.

Drill.—C. M. Hawkins & Co., Raleigh, N. C., want to buy or rent a diamond core drill.

Dry-kiln.—Pannele & Eccleston, Tarboro, N. C., will purchase dry-kiln.

Electric-light Plant.—Harry C. Sloan, Lakeland, Fla., will purchase an electric-light plant with capacity for 200 15-candle-power incandescent lamps and 4 1200-candle-power arc lamps.

Electric-light Plant.—C. H. Norton, Durham, N. C., can be addressed in regard to an electric-light plant for Trinity College.

Electric-light Plant.—W. Englewood, Dayton, Tenn., will receive bids for the erection of an electric-light plant.

Electric-light Plant.—O. A. Horne, Hawkinsville, Ga., wants prices on an electric-light plant of about 400 incandescent lamps and 25 arc lamps.

Electric Plant.—The Bristol Street Railway Co., Bristol, Tenn., wants bids on plant for operating street railway by electricity.

Electrical Railroad.—Bids will be received by W. Englewood, Dayton, Tenn., for the construction of an electrical railroad.

Engine.—The Hitchcock-Trego Land, Lumber & Quarry Co., Fox 45, Norfolk, Va., want a second-hand 18x24 slide valve engine of standard make for saw mill.

Engine.—The Knoxville Brewing Co., Knoxville, Tenn., will purchase an engine.

Flour Mill.—J. M. Quisenberry, Lexington, Va., desires estimates on machinery for a roller flour mill with capacity for from 50 to 100 barrels per 24 hours.

Flour Mill.—Complete outfit of machinery will be purchased for a 100 barrel roller flour mill at Greenville, Va. Address S. A. D. McKee, secretary.

Foundry Equipment.—S. R. Haskell, 1611 First avenue, Birmingham, Ala., wants prices of equipment for a brass and iron foundry.

Heating and Ventilating Apparatus.—James H. Windrim, supervising architect, Treasury Department, Washington, D. C., will receive proposals until October 15 for labor and material for the low-pressure steam-heating and ventilating apparatus for the United States courthouse and postoffice building at Charlotte, N. C.

Heating and Ventilating Apparatus.—C. H. Norton, Durham, N. C., can give information relative to the purchase of heating and ventilating apparatus for Trinity College.

Ice Factory.—A. A. Achee, Labadieville, La., wants estimates on machinery necessary for an ice factory of from 2 to 3 tons daily capacity.

Iron Bridges.—W. Englewood, Dayton, Tenn., will receive bids for the construction of two iron bridges.

Laundry Machinery.—J. E. Hatcher, Buchanan, Va., wants proposals on laundry machinery.

Laundry.—O. A. Horne, Hawkinsville, Ga., wants prices on steam laundry machinery.

Mining Machinery.—The Crane's Nest Coal & Iron Co., Lynchburg, Va., will want mining and manufacturing machinery.

Planing Mill.—Pannele & Eccleston, Tarboro, N. C., will purchase machinery for a planing mill with capacity for 20 M feet of lumber per day.

Shoe Machinery.—The Texas Mining & Improvement Co., Marble Falls, Texas, wants a standard screw machine for fastening soles on shoes with screws.

Stave Saw.—J. M. Sowards, Greenup, Ky., wants a stave saw, new or second-hand, in first-class order.

Pulley Patterns.—W. H. Withgott, Easton, Md., wants pulley patterns.

Saw Mill Machinery.—R. W. Snelling & Co., Seneca, Texas, will probably want a full line of saw mill machinery.

Tinware Machinery.—The Seward Tin Works Co., Petersburg, Va., will want outfit for a tinware factory.

Tub, &c.—The Knoxville Brewing Co., Knoxville, Tenn., will purchase mash tub and iron tanks.

Tumbling Barrel.—W. H. Withgott, Easton, Md., wants a second-hand tumbling barrel for cleaning castings.

Vacuum Pans.—C. B. Warrand, Savannah, Ga., will want vacuum pans to contract and condense the tannin from palmetto.

Well-boring Machinery.—L. C. Butler, Russellville, Ky., wants well-boring machinery.

Wire.—Harry C. Sloan, Lakeland, Fla., wants two miles of line wire and 3,000 feet of inside wire for electric lighting.

Woodworking Machinery.—J. E. Hatcher, Buchanan, Va., wants to correspond with manufacturers of machinery for planing mills and sash, door and blind factory.

Woodworking Machinery.—J. H. Belen, Iron City, Tenn., wants prices on planer, mortiser, edge saw and other woodworking machinery.

OVER 4,000 tons of the product of Liberty and Columbia furnaces may be seen to-day stored in the Baltimore & Ohio station grounds at Edinburg, Va., where it has been for eight years past. It belongs to the heirs of Mr. Wissler, the former owner of these furnaces. Within a year past \$27.50 per ton f. o. b. Edinburg has been offered for this iron and declined by the Wissler heirs; they hope to get a still higher price. Liberty iron has a reputation second to none in the country.

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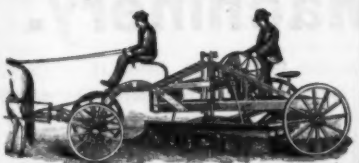
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PROPOSALS.

THE BERRYVILLE WATER COMPANY
invites bids for the construction of water works. Bidding to be open until November 1, 1890. The right is reserved to reject all bids. For plans and specifications address T. S. THOMPSON, Secretary, Berryville, Clarke Co., Va. September 15th, 1890.

SEALED PROPOSALS will be received at the office of the Supervising Architect, Treasury Department, Washington, D. C., until 2 o'clock P. M. on the 10th day of Oct., 1890, for all the labor and material and fixing in place complete the low-pressure steam-heating and ventilating apparatus for the United States Courthouse, Postoffice, &c., building at Williamsport, Pa., in accordance with the drawings and specification, copies of which may be had on application at this office or the office of the Superintendent at Williamsport, Pa. Each bid must be accompanied by a certified check for \$100. The Department will reject all bids received after the time herein stated for the opening of the same; also bids which do not comply strictly with all the requirements of this invitation. Proposals must be enclosed in an envelope, sealed and marked "Proposal for the Low-pressure Steam-heating and Ventilating Apparatus, &c., for the U. S. Courthouse, Postoffice, &c., Building at Williamsport, Pa." and addressed to JAS. H. WINDRIM, Supervising Architect. September 17th, 1890.

SEALED PROPOSALS will be received at the Office of the Supervising Architect, Treasury Department, Washington, D. C., until 2 o'clock P. M. on the 16th day of October, 1890, for furnishing all labor and materials required for the erection and completion of the U. S. Postoffice building at Kalamazoo, Mich., except heating apparatus, in accordance with the drawings and specifications, copies of which may be had on application at this office or the office of the Superintendent. Each bid must be accompanied by a certified check for \$500. The Department will reject all bids received after the time herein stated for opening the same, also bids which do not comply strictly with all the requirements of this invitation. Proposals must be enclosed in envelopes, sealed and marked "Proposal for the erection and completion of the U. S. Postoffice at Kalamazoo, Mich.," to be delivered at or before 2 o'clock P. M. on the 16th day of October, 1890, and addressed to JAS. H. WINDRIM, Supervising Architect. September 20th, 1890.

SEALED PROPOSALS will be received at the Office of the Supervising Architect, Treasury Department, Washington, D. C., until 2 o'clock P. M. on the 15th day of October, 1890, for all the labor and material and fixing in place complete the low-pressure steam-heating and ventilating apparatus for the U. S. Courthouse and Postoffice building at Charlotte, N. C., in accordance with drawings and specification, copies of which may be had on application at this office or the office of the Superintendent at Charlotte, N. C. Each bid must be accompanied by a certified check for \$100. The Department will reject all bids received after the time herein stated for the opening of the same, also bids which do not comply strictly with all the requirements of this invitation. Proposals must be enclosed in an envelope, sealed and marked "Proposal for the Low-pressure Steam-heating and Ventilating Apparatus for the U. S. Courthouse and Postoffice building at Charlotte, N. C." and addressed to JAS. H. WINDRIM, Supervising Architect. September 25th, 1890.

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Texas Implement Business FOR SALE.

On account of the death of the head of our concern, we wish to sell our entire stock of Machinery and Implements, good will and charter. We have been established since 1876, and have the reputation of being the largest dealers in the State. Will sell on easy terms.

W. A. HUFFMAN IMPLEMENT CO.
Fort Worth, Texas.

CARLISLE MFG. CO. Cars, Engines, Frogs AND SWITCHES, CARLISLE, PA.

FOR SALE.

- 1 20-in. swing Engine Lathe, 14-ft. bed.
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- 1 15-in. Crank Shaper.
- 1 24-in. B. G. Drill Press.
- 1 Water Grinder.
- 1 28 in. x 28 in. x 7 ft. Planer.

All the above are NEW and will be sold at a BARGAIN. Write for our complete catalogue.

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Second-Hand Machinery Cheap.

- 1 8-H.P. Portable Engine and Boiler, on wheels.
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- 1 No. 1 Universal Grinding Machine. B. & S.
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- 1 No. 2 Two-Spindle Profiling Machine. Bement.
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- 1 Trip Hammer.
- 1 No. 7 Root Blower. 1 No. 3 Sturtevant Exhaust.
- 1 No. 3 Universal Miller. Bramard.
- 1 No. 2 Lincoln Pattern Miller.
- 1 No. 1 Pain Miller. Brown & Sharpe.
- 1 Horizontal Drilling Machine.
- 1 Set 12 in. x 10 ft. Power Bending Rolls.

Write us for what you want and send description of Machinery that you wish to trade or sell.

THE J. A. MACKINNON MACHINERY CO.
22 Warren Street, New York.

SECOND-HAND MACHINERY.

- 1 Iron Planer, planes 10 feet long, 32x48 in.
- 1 " " " 8 feet " 30x30 in.
- 1 " " " 5 feet " 25x24 in.
- 1 " " " 3 feet " 16 in. wide.
- 1 Iron Pl. planes 8 ft. long, 35 in. x 36 in. Sellers, 2 hds.
- 1 Engine Lathe, 20-ft. bed, 72-in. swing. Good.
- 1 Engine Lathe, 10-ft. bed, 20-in. swing. Good.
- 1 Engine Lathe, 8 feet bed, 15 inch swing.
- 1 Co. make, and various other sizes.
- 1 Small Turret Head Lathe.
- 1 20 inch Plain Drilling Machine.
- 1 Belts 50-in. Horizontal Boring Mill.
- 1 6 1/2 in. Slotter, automatic feed.
- 1 40-lb. Bradley Cushioned Hammer.
- 1 No. 3 Stiles & Parker Press, A1.
- 1 Small Power Press.

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- 1 6, 8, 10, 15 & 20 h.p. Portable H. Isting Engs. single & double cyl. & drum. Combined & single.
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- 50 Upright Tub. Steel Boilers, 4 to 40 h.p., cheap.
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- 1 Worthington Duplex Steam Pump, 1 1/2 in. disch.
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- Engine Lathes—62 in. x 17 ft.; 42 in. x 12 ft.; 32 in. x 12 ft.; 29 in. x 15 ft.; 24 in. x 10 ft.; 22 in. x 8 ft. and 12 ft.; 20 in. x 8 and 14 ft.; 15 in. x 6 and 8 ft.
- 1 each 24 in. x 20 in. and 24 ft.; 24 in. x 12 ft.; 24 in. x 15 and 16 ft.; 18 in. x 10 ft.; 20 in. x 10 ft.; 20 in. x 12 ft.; 1 each 16 in. x 6, 8 and 10 ft.; 6 each 14 in. x 6 ft.; 1 12 in. x 5 ft.; 2 each 11 in. x 4 ft. and 5 ft.; 1 10 in. x 3 1/2 ft., foot power.
- 1 each Planer, 24 in. x 24 in. x 5 and 8 ft.
- 1 each Planer, 30 in. x 30 in. x 8 ft.
- 1 Planer, 34 in. x 32 in. x 12 ft., 50 in. x 50 in. x 17 ft.
- 1 Planer, 40 in. x 40 in. x 14 ft.
- 1 Planer, 42 in. x 42 in. x 10 and 12 ft.
- 1 Planer, 22 in. x 20 in. x 4 and 5 ft.
- 1 Planer, 16 in. x 16 in. x 3 ft.
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- 1 Planer, 50 in. x 50 in. x 17 ft., with one head.
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- 1 Engine Lathe, 22x22 ft., good order. Niles.
- 1 New Horizontal Boring Machine, with facing attachment, Newark Machine Tool Co., makers.
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We have on hand a large stock of Standard Gauge Locomotives, which we are prepared to rent for long or short terms, with option of purchase if desired.

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- 1 3,000 Spindle Carpet Warp Plant.
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- 1 System Bagging Machinery, capacity 30,000 lbs. per week.
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Also a large lot of Miscellaneous Machinery in first-class condition.

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THE Hersey Manufacturing Co., of Boston, Mass., make the following announcement: "We have acquired the entire property and business of Hersey Bros. The increased facilities arising from this combination will afford the company superior advantages for the design and manufacture of specialties in those lines in which the individual concerns have heretofore engaged. We assume all the liabilities of Hersey Bros., and will receive all the accounts due them. In consequence of the consolidation the name of our company has been changed to the Hersey Manufacturing Co."

BECAUSE suitable timber for use in the manufacture of pumps cannot be had at

the 50,000 machine. The great labor-saving and economy of this system of the Wallace Manufacturing Co., which cost them upwards of \$10,000 to perfect, renders all plants erected by them a paying investment where clays are suitable for any good make of machine. They have placed a number of plants in the South that are bonanzas to their owners.

Menasha Hickory Hangers.

We illustrate with this the Menasha hickory hangers, manufactured by the Menasha Wood Split Pulley Co. at Menasha, Wis.

The hangers have an upright post with side braces and a cross-bar at top, all bolted solid together. An iron box is so arranged to the lower end of the hanger



MENASHA HICKORY HANGER.

Jericho, Vt., Anson Field is offering for sale his entire plant of pump and tubing machinery, including shafting, belting, &c. Mr. Field is a practical man, and would give his personal attention to running the machines elsewhere if desired. The market for the output of such an establishment is said to be practically unlimited, and if it be put in operation in any one of the many Southern localities that has a superabundance of fine timber, with other natural advantages, it would no doubt prove a very profitable undertaking.

RAWSON & MORRISON, of Cambridgeport, Mass., are extensive manufacturers of patent friction hoisting engines, coal discharging machinery, hydraulic pumps and presses, bailing presses, fertilizer dryers, &c. Mr. Rawson is the patentee of an automatic coal discharging machine which has demonstrated by successful operation its utility and the cheapness and dispatch with which coal can be handled. The machine is capable of discharging coal from a ship at the rate of two tons per minute and at a cost of less than five cents per ton. Three men can easily operate the apparatus, there being no need for shoveling or for the employment of stevedores. Six of these machines are at work in Boston, and orders for five more are entered for prompt delivery. The manufacturers, Rawson & Morrison, will be pleased to furnish additional information to interested parties upon application.

THE Wallace Manufacturing Co., of Frankfort, Ind., have the finest exhibit of clay-working machinery at the Chicago Industrial Exposition. They manufacture a complete line of clay-working machinery of the most approved pattern for making ornamental, face, paving, fire and common brick, also for hollow brick, terra cotta lumber, paving blocks and drain tile. Added to this is exhibited the wonderful Cunningham automatic brick table, conveying and cutting automatically and accurately 3 rows of brick on the smaller machines of 25,000 capacity, and 6 rows on

post as to be movable up and down, so that their necessary adjustment is obtained. The boxes are made on the newest plan, long and strong, so that there can be no possible heating, and less oil is used.

The strength of the hanger is proportioned to the load it has to carry, the same as an iron hanger. It is said that these hangers are as strong, if not stronger, than an iron hanger, more graceful and about one-fourth of the weight. They are handsomely finished in the natural wood, and when shipped are ready to bolt to the ceiling. The manufacturers claim that the special advantages of these hangers are, first, they cost about one-half the price of an iron hanger; they weigh less and the freight is less, while they combine strength and handsome appearance. They are adjustable in every direction.

The company has already shipped them over a large portion of the United States, and satisfaction is expressed by the users.

OFFICE,
NO. 226 GREENWICH STREET.

NEW YORK, February 21st, 1890.

Dear Sir—Referring to your inquiry as to the running of the engine, boiler and other machinery put into the building, No. 19 Hudson Street, New York City, by you I find that you have made a saving in fuel of about 66 per cent. The cost of running for fuel was \$55 and now is \$17. We are much pleased with the change and you have our permission to refer to us at any time. Yours truly,

A. O. HIGHAM.

JACQUES KAHN,

IMPORTER AND MANUFACTURER OF

FRENCH MIRROR PLATES AND VENETIAN CRYSMATIC GLASS,
27, 29 AND 31 BLEECKER STREET.

NEW YORK, February 6th, 1890.

MR. E. J. WOOD, 243 Broadway, New York.

Dear Sir—It affords me pleasure in stating that the engine and machinery, which you have furnished and set in my building has unquestionably given, thus far, better satisfaction than any I have ever seen or used. Should you have occasion you may at any time refer to me and I shall be pleased to show its merits to anyone you may choose to send to investigate. Yours truly,

(Signed) JACQUES KAHN.

OFFICE OF BOETTGER & HINZE, SILK FINISHERS,
NO. 38 MERCER STREET.

NEW YORK, April 11th, 1889.

MR. E. J. WOOD, 243 Broadway, City.

Dear Sir—Answering your inquiry as to the success of our steam plant, erected by you, we would say that the whole of the work is more than satisfactory, it is successful beyond our highest anticipations in first costs, steadiness of power, and economy of fuel. We take pleasure in being able after several months running to say that the plant is complete in every particular, and will be pleased to have you refer to us.

Yours respectfully,

(Signed) BOETTGER & HINZE.

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OUTSIDE, No. 56 A. Price List, per pair.		Price, by mail, 30 Cents.	
3 inch. \$0.55	8 inch. \$0.75	<p>Our tools for fine workmanship and finish have no equal.</p> <p>Idea and Leader Spring Dividers and Calipers, Ideal Surface Gauges, and Fine Machinists' Tools. J. STEVEN'S ARMS & TOOL CO., P. O. Box 25 Chicopee Falls, Mass.</p>	
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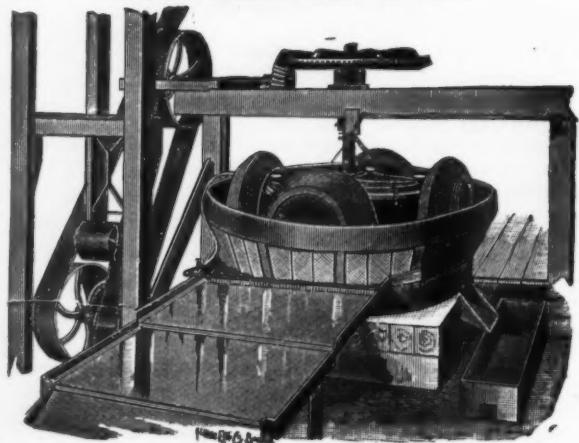
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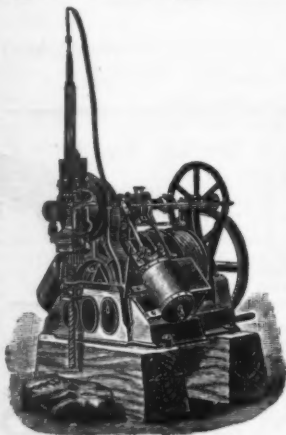
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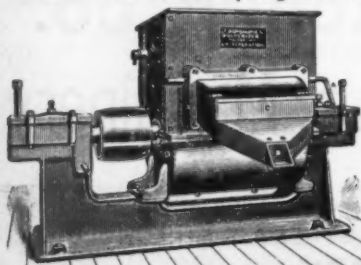
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**CELEBRATED AUTOMATIC
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THE MOST RELIABLE AND
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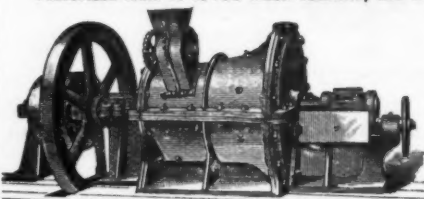
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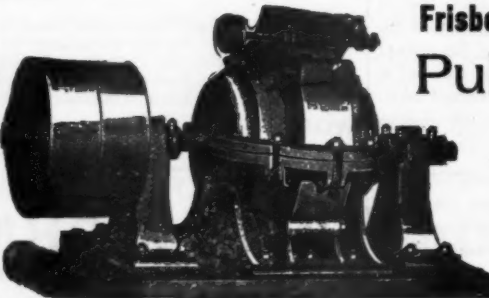
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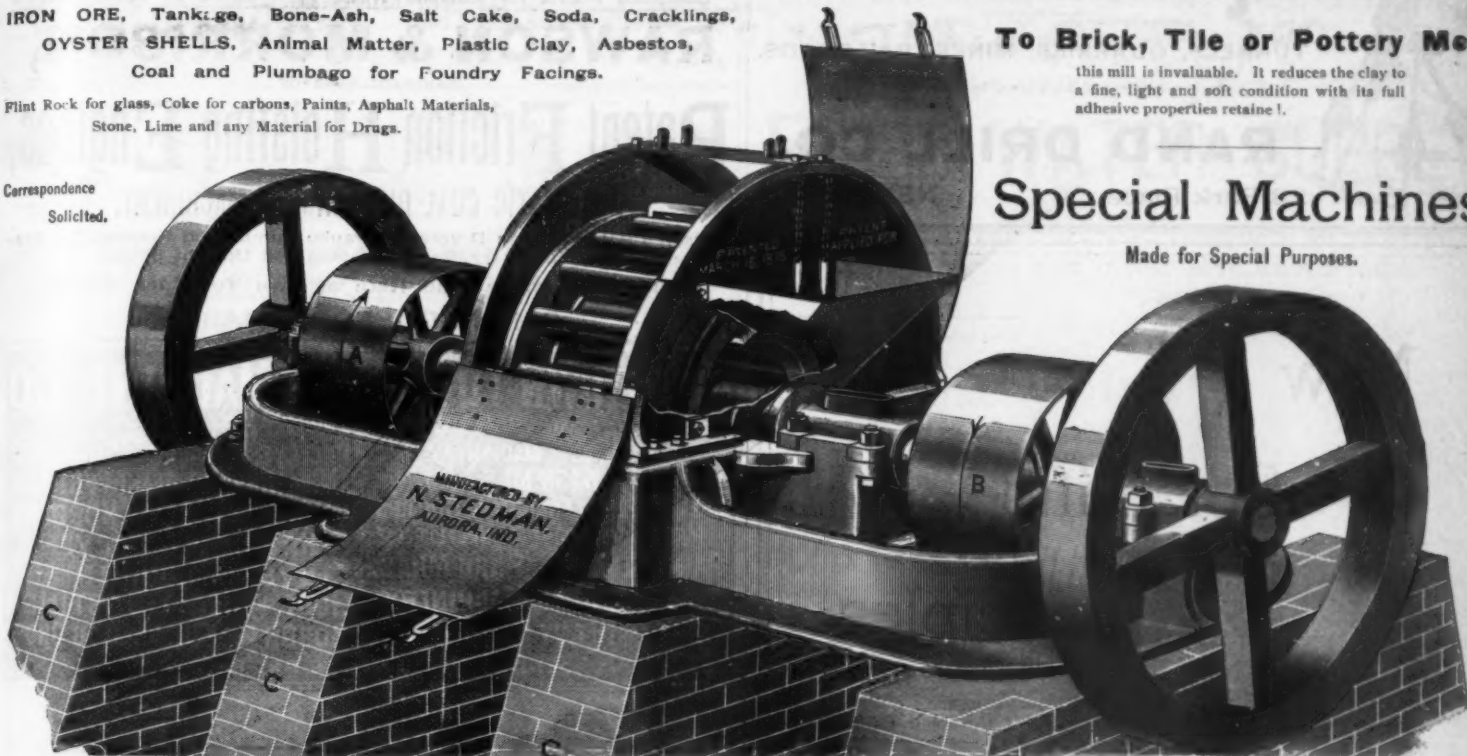
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To Brick, Tile or Pottery Men

this mill is invaluable. It reduces the clay to a fine, light and soft condition with its full adhesive properties retained.

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A good Disintegrator and Pulverizer is a long-felt want in many branches of business. This Mill is an improvement over any yet made and is the result of practical experience. It is made in three sizes—34, 40 and 48 inches. The capacity for clay is as follows: 34-inch Mill will pulverize for from 15,000 to 25,000 brick per day; 40-inch Mill will pulverize for from 20,000 to 35,000 brick per day; 48-inch Mill will pulverize for from 75,000 to 100,000 brick per day. For prices and further information address

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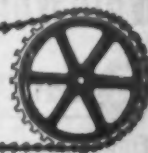
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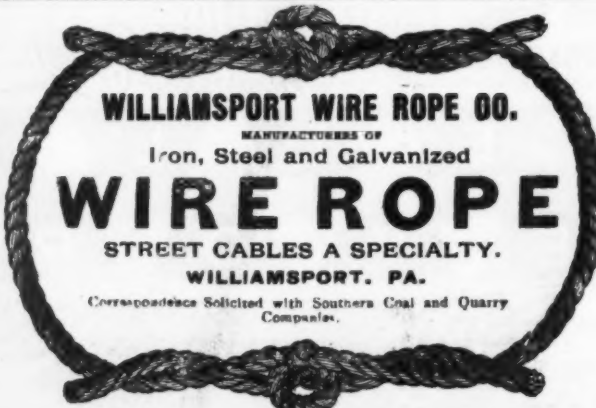
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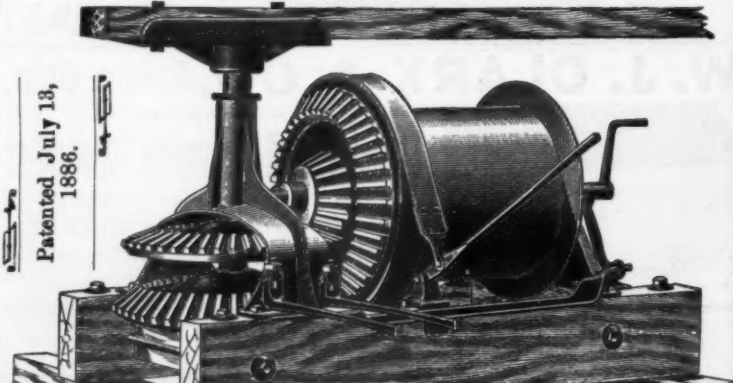
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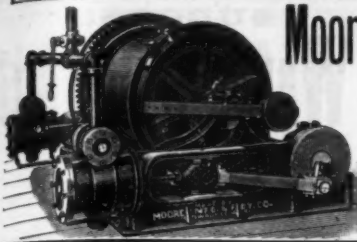
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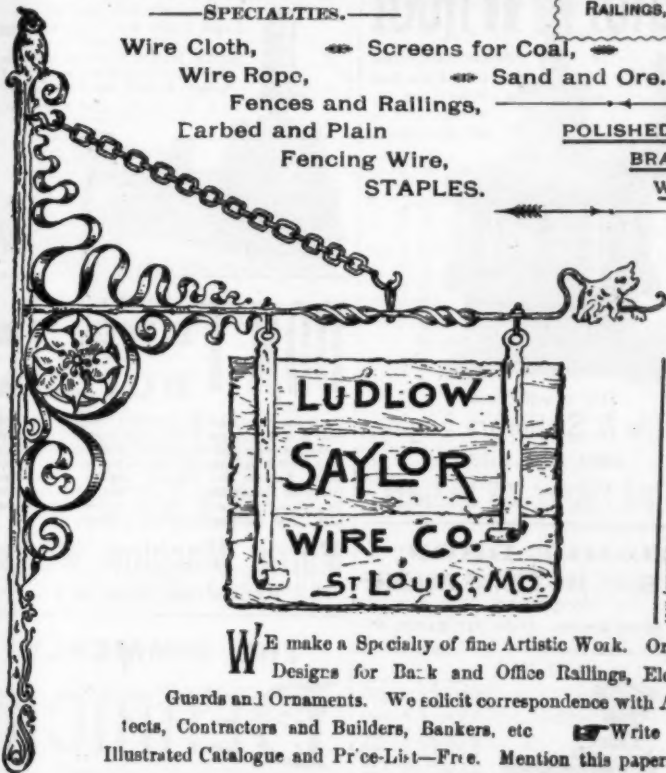
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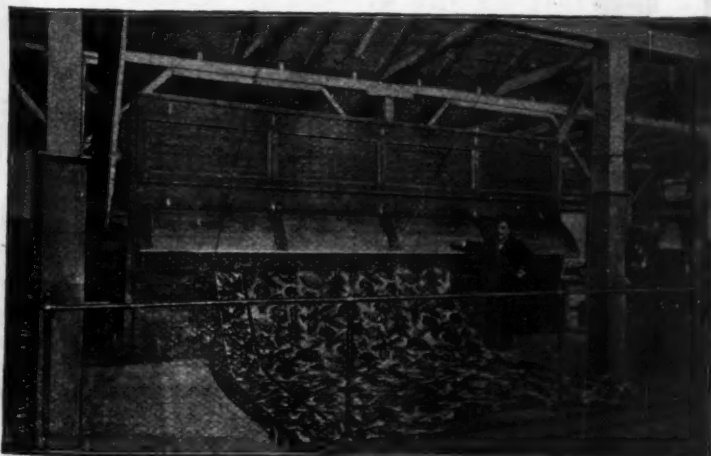
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EVERY user of loose pulleys is invited to send to the North American Metaline Co., 37 Bleecker street, New York, for their "Loose Pulley Circular, No. 4."

MCLANAHAN & STONE, of Hollidaysburg, Pa., have lately completed a charcoal furnace of 50 tons capacity at Rockdale, Tenn., for the Rockdale Mining & Manufacturing Co. The furnace is now in successful operation.

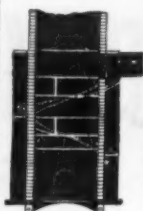
THE Jeffrey Manufacturing Co., of Columbus, Ohio, manufacturers of roller and detachable chain belting, have recently filled several large orders for conveyors for foreign shipments, while their order book shows a large number of orders for shipments to different parts of this country.

F. E. MYERS & BRO., of Ashland, Ohio, by recent assignment are now the sole owners of the patents heretofore owned by L. V. Myers, Canton, Ohio, under which Myers, Housel & Co., Canton, Ohio, and the Myers Manufacturing Co., Canal Dover, Ohio, have until now manufactured. This gives F. E. Myers & Bro. exclusive and sole control of all the Myers' haying tools, carriers, tracks, forks, etc.

IN this issue our readers will notice that the Van Duzen Gas & Gasoline Engine Co. have made a change in their card. This company have been during the past year experimenting upon gasoline engines, and now they claim to have a little wonder that does the work of a giant. A 6x7-inch engine weighing only 800 pounds, and taking up about as much room on the floor as a flour barrel, runs 100 feet of shafting and machinery necessary to keep 20 machinists at work. This engine, it is claimed, consumes about six gallons of gasoline daily at an expense of 60 cents. Write for information and prices to the Van Duzen Gas & Gasoline Engine Co., Cincinnati, Ohio, who are the patentees and manufacturers.

WE are pleased to announce the publication of a new and valuable work entitled "Brickmaking and Burning," by J. W. Cray, Sr., who is not only an able writer but a practical and successful brickmaker of many years' experience. The work is a plain and intelligent treatise on the subject of brickmaking, that will be prized by brickmakers because of its practical character. It treats of all the details of the work of making brick, including the management and use of different kinds of clays, and the various methods of making, drying and burning. The book is carefully indexed, making it especially valuable as a work of reference. It is handsomely bound in cloth, and will be forwarded to any address in the United States, postage prepaid, on receipt of price, \$2.50. T. A. Randall & Co., publishers, Indianapolis, Ind.

THE Leonard portable iron houses, patented January 1st, 1890, and manufactured by the Iron Cottage Co., Grand Rapids, Mich., are suitable for summer resorts, miners, contractors, photographers, storm doors, cheap residences, or for any purpose where a light portable building is needed. They are easily set up or taken down, or they may be left to stand permanently. The manufacturers call special attention to the thorough insulation of their houses from the effects of heat and cold. The corrugated iron gives strength and durability to the structure. Under the iron is a dead air space of $\frac{1}{2}$ an inch, next comes a lining of wool felt, then a layer of building paper, and last a protecting finish of white canvas. This portable house combines comfort and neatness, and as for durability the iron speaks for itself. They only cost from \$100 to \$300 complete.



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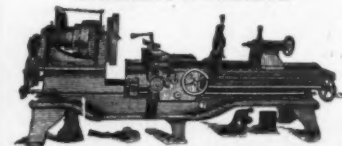
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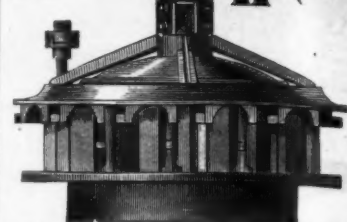
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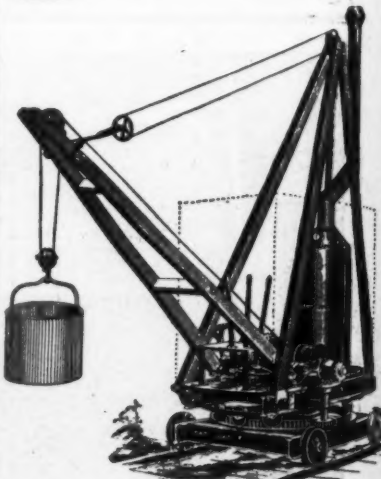


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Mining and Manufacturing Center.

H. F. DeBARDELEBEN, Prest.
H. M. McNUTT, Secretary.

The First Great Sale of Building Lots

BY THE

SHENANDOAH LAND & IMPROVEMENT CO.

OF

SHENANDOAH, Virginia,

Will be held on the
Company's Grounds.

Wednesday, October 8th, 1890,

When 400 Choice
Lots will be Sold.

No Town in the South is offering Equal Advantages as to Location
and Future Profits.

OUR SISTER TOWNS of Bu na Vista and Basic City, starting with inferior advantages to ours are on the high road to prosperity. Lots in those towns originally sold for a few hundreds of dollars are now selling at thousands. In fact there is not a town in the Valley where lots have been sold since the new era of Improvement where values have failed to advance. **ALL BUYERS HAVE WITHOUT EXCEPTION PROFITED.**

None of the towns referred to have the advantages offered by Shenandoah, and none of them have had or now have greater financial support. This town has been selected by the most prominent and capable body of men that have done and are now doing so much for Virginia's development as the site of the most extensive and far-reaching system of improvements yet planned in this section. These plans are now being rapidly carried to completion and Shenandoah consequently offers greater advantages and a speedier prospect of large profits to investors than any town in the Valley.

The entire tract of land owned by this company is admirably adapted to the laying off of lots for

Manufacturing, Business and Residence Purposes.

The streets are handsomely laid off and substantially graded at an expense of many thousands of dollars. The drainage cannot be surpassed and the site is a beautiful one. Investors should purchase early to secure the full profits resulting from these improvements. Prices are sure to advance from now on. Below we give an outline of present advantages and improvements planned and under construction, viz:

LOCATION.

The town is situated on the east bank of the Shenandoah river, in the world-renowned Shenandoah Valley, the climate and scenery being unexcelled in the most favored sections of the United States. 1,100 feet above sea level; malaria unknown; atmosphere clear and bracing.

MINERAL AND TIMBER.

On both sides of the Shenandoah river, and immediately adjacent to Shenandoah, are immense tracts of land rich in iron, manganese, copper, lead, asbestos, slates, ochres, fire-clay, etc., of fine

quality. Vast bodies of timber lands, furnishing in endless quantity the finest oak, hickory, ash, maple, walnut, chestnut, elm and pine for manufacturing and decorative purposes.

RAILROADS.

The Shenandoah Valley Railroad runs directly through Shenandoah, which will be the terminus of the Washington extension. The West Virginia Central Railroad, as projected, will pass through Shenandoah, opening up the immense mineral deposits of the Massanutten mountains.

PRESENT INDUSTRIES IN OPERATION.

There is a Furnace Company, producing 30,000 tons of foundry and mill iron annually. They also operate a foundry. The Shenandoah Valley Railroad have here their principal machine shops, car shops, blacksmith and boiler shops. There is a brick works and two planing mills.

IMPROVEMENTS DECIDED UPON AND UNDER CONSTRUCTION.

The Land & Improvement Company are building a large and commodious hotel; also a handsome office building. Plans are fully decided upon and work will soon begin on a water works, electric-light plant, water-power facilities, about one hundred dwellings, besides grading streets and laying sidewalks. The Furnace Company, have completed plans and will at once erect another furnace and rolling mill. The Railroad Company will erect a handsome rough stone passenger station, a large freight house, new shops and a round house—doubling present capacity—besides several miles of additional side tracks. Many individuals are building residences and stores.

INDUCEMENTS TO MANUFACTURERS.

The Shenandoah Land & Improvement Company are prepared to offer inducements to manufacturers to locate here, and will treat most liberally with any such who desire to establish industrial plants. By special permission in the charter of Shenandoah, all manufacturers who may establish works here are exempted from corporation taxes for five years. Possessing so many advantages of such varied character, together with the many improvements now fully decided to be established here, there is every reason to believe that, based on a conservative estimate, Shenandoah will have at least 10,000 inhabitants within the next three years.

FOR COPIES OF PROSPECTUS, MAPS OR FURTHER INFORMATION, ADDRESS

J. F. WHEELWRIGHT, Secretary.

C. POWELL NOLAND, President.

Principal Office, Shenandoah, Page County, Virginia.

TERMS OF SALE—One-third Cash, balance in six and twelve months. The fare of actual purchasers of Lots attending the sale will be refunded. Excursion tickets will be on sale from all principal points.

BEDFORD CITY, VA.

(FORMERLY LIBERTY.)

The Most Beautiful Residence Portion of this Growing City is

LONGWOOD PARK,

The Property of the Longwood Land & Improvement Co.

The property is within five minutes' walk of the N. & W. R. R. depot. It is intersected by broad, oak-shaded avenues, and divided into building lots averaging ninety feet front by 230 feet deep. A superb view of the beautiful Peaks of Otter visible from every part of the property. Prices range from \$6 to \$12 per front foot, according to location, &c.

No Better Investment can be made than in Lots in Longwood Park, at these Prices.

THE CITY HAS AN ESTABLISHED SOCIETY.

Churches, Schools and Academies, (among them the finest in the South,) Manufactures of many kinds, a magnificent supply of Free-stone Water, systems of Arc and Incandescent Electric Lighting, admirable Railroad Connections, a surrounding country of unlimited Mineral Resources and Great Fertility. For further information apply to

R. KENNA CAMPBELL, Gen. Manager

The Longwood Land & Improvement Company.

THE PLACE FOR FACTORIES.

THE ROANE IRON CO.

WILL BUILD UP A

LARGE MANUFACTURING CITY

AT ROCKWOOD, TENN.

AND IS PREPARED TO OFFER SUBSTANTIAL INDUCEMENTS TO MANUFACTURERS.

—AS TO RESPONSIBILITY OF THIS COMPANY, PARTIES ARE REFERRED TO EITHER DUNN OR BRADSTREET.—

FOR PARTICULARS ADDRESS

ROANE IRON CO., Rockwood, Tenn

Shendun, a New Type of the New Southern Industrial Cities.

[Editorial correspondence of the Staunton Vindicator.]

SHENDUN, AT THE GROTTOS, }
September 19, 1890. }

To-day I rode over the new town about to be launched on its mission, which is to do its share—and I think a very large share in the building up of Virginia. It is the fourth entirely new site in which Staunton men and Staunton capital have been largely engaged in preparing a city. It is to be the hive of many a busy workman in the days to come, and I give you a picture of it as it is to-day, before the bees come.

Nature has done so much for the site in the way of dollars and cents, that I verily believe that where other enterprising town companies have had to spend \$12 in improving their sites, this company has had to spend only about \$1. So level is the land and of such character is the soil, that it looks as if one man might make a broad avenue with a garden hoe in a few days. All the Grottoes Co. has had to do about streets is to have them surveyed and run a road-scraper over it. With this easy field the company has used its advantages to the utmost. The city is three and a-half miles long, running north and south, and one mile wide. The avenues, which run nearly north and south, are 80, 70 and 60 feet wide, and the cross streets are 60, 70 and 80 feet wide. There are fifteen miles of them now graded, and by the 14th of next month, the day of allotment, fully 50 miles of avenues and streets will be ready for use.

The extreme southern part of the town is to be used for villa sites, next comes the residence portion, next the business portion, and next, and last, at the north end, is the manufacturing section. A belt railroad will be run from the Shenandoah Valley Railroad, which is on the eastern edge of the town, around the last-named section and up to the old "Forge" on the river.

Between the business and the residence section will run a park 1,000 feet wide, planted with trees and lighted with electricity. This will be connected with the Grottoes Park, one of over 200 acres of native forest, and will, I think, be one of the most striking features of the place. The lighting of the city by electricity will be cheap, the motive power being the water fall only a few yards above it, and which now supplies power for 350 incandescent lamps in Weyer Cave and for every room in the Station Hotel. The river has a fall of sixty feet in its course along the city's edge, which not only provides ample water-power but a rapid stream for drainage, an advantage which is emphasized by the incline of the surface of the city of over 60 feet to the mile towards the river. This matter of drainage has been looked after carefully by the projectors of the town; it will be in broad alleys running through each block. Premises will be drained from their rear, and the branch sewer pipes will be laid under these alleys.

A street railroad will be the first improvement which will make its way over these broad avenues and streets of the town. Maj. Hotchkiss has made a contract for laying down a street railway over these streets, to be completed by the 8th of October. Mr. R. W. Apperson, the general manager of the street railway at Staunton, will commence next week to lay the tracks, and is to have \$200 a day bonus for every day earlier than the date named in which his work shall be completed. Those who witnessed the rapid track-laying at Staunton under his supervision will feel pretty sure that if he has even tolerable working weather he will capture several hundred dollars of the bonus. One thing is greatly in his favor—the soil here does not make mud, and in a few hours after a hard rain you can walk over it with-

out the danger of muddying your shoes. The railway will cross the river on an iron bridge, and run up alongside the Grottoes Ridge to the landing at the paths leading to the famous caves. The track is to be laid with heavy rail, so that the company can put on electric cars, which it will soon be ready to do, though the start will be made with cars drawn by mules.

Another improvement is under way—a telephone line to Staunton, for which the poles are already distributed.

The most striking improvement, probably, will be the grand hotel. The famous Weyer Cave and the adjoining one known as the Cave of Fountains are here, and lie at the end of a broad avenue running from the present hotel. They are reached by crossing the river on a suspension bridge, and are situated on a high hill. On the top of this hill is to be built one of the finest hotels in the South. The front of the hill is a steep ascent, in the face of which are pierced entrances into the two caves. This top is to be reached from the rear by a broad avenue which approaches it from the north and west, through one of the most beautiful groves that exist. The trees of the grove are of original growth. Here are many acres of oaks, then you go into a long stretch of pines, then pass through a long stretch of cedars and finally emerge on the summit. The scene from it is wonderfully beautiful. Southward you can see 60 miles, and the House mountains in Rockbridge stand out clearly. On the north you can see 70 miles, the Massanutton mountains being the most prominent in the middle view. On the east you see the towering Blue Ridge.

It is not the mountain view alone, however, that will attract most attention. It is with a strange feeling that you see at your feet two of the noted battlefields of the late war. There is Cross Keys, and you can see the field across which the troops on either side charged. Looking to the right you see the Lewis place where what is called the battle of Port Republic was fought, and which ought to be called the battle of Lewiston, for it was fought some miles from Port Republic. Looking to your left, just at the foot of the hill on which you are standing, you see the grove—the new hotel grounds will touch it—in which Jackson's army rested for a week after the two battles, before silently stealing off to Richmond to join in the attack on McClellan.

On the top of this hill where the hotel is to stand there is being erected an observatory 75 feet high, with stair landings to make the ascent easy, from which the splendid scenery can be viewed. Even this early the view shows the new town waking up, the streets laid off like a checker-board, the brick manufactories at work and a busy force of Eutzel Bros. & Co. building carpenter shops which are to cover an entire block and employ 100 hands.

The hotel to be erected on this summit is to accommodate 1,000 persons, and will be a great resort for people from the Northern cities all the year around. The health-giving pines which form a large part of the park will make it sought as a health resort in the winter as well as in the summer, and the caves will make it a rendezvous of tourists in the summer.

Mr. William Russell, of New York, the architect who made the plans for St. Patrick's Cathedral there, was in the city to-day and made rough ground plans and estimates for the grand hotel. It will be of stone and brick, four stories high, with a tower at the center. Its height will be 400 feet. The hotel elevator, located in the tower, will be operated by electric power, which has been practically tested by use in a New York hotel and found just nineteen twentieths cheaper than steam or water-power.

It is believed that Shendun will become in large part a residence for Washington

people, for by the new railroad to be built to the national capital from the Shenandoah Valley Railway Washington will be only about three hours' travel from here. The arrangement of the sites in the town has been made with a special view to giving the rich man his villa as well as the workingman his cosy home. Its villas will be separated from its residences: its residences from its business houses, and its business houses from its manufacturing district.

On the summit of this ridge, a few feet to the north of the hotel and overlooking the battlefields which he won, there has been selected a site for a bronze equestrian statue of Gen. "Stonewall" Jackson. The order to prepare it has already been given to Valentine, the Virginia sculptor.

From the plans of the company I come to the conclusion that their intention is not only to make this a busy city, but an attractive one, that will bring to it as permanent residents people of means. The minor details of the general plan, such as the 1,000-foot park between the residence portion and the business and manufacturing section; the discarding of fencing between public buildings; the fronting of all residences on the avenues and no fronts on the cross streets, and other things indicate that this is to rival what are called the beautiful cities at the North.

The financial affairs of the company are far more than equal to carrying this plan out. After paying for its 30,000 acres of land, which it can do with its first issue of stock and the sale of a few lots, it will have 28,000 acres left, which include valuable farms and ore lands. This will constitute a wealthy corporation well able to carry out even the most costly plans for the improvement and making more valuable its other holdings.

And now a word about what is to give this city of Shendun its prosperity. Just four months ago, the sixth day of this month, "The Grottoes Co." was incorporated, and the company as organized resolved to make its present capital \$3,000,000. The charter admits of a maximum capital \$6,000,000. The president of the company and the controlling spirit, so to speak, was Major Jed Hotchkiss, of Staunton, whose name is known pretty much all over the land where the mineral resources of a section are in discussion. I believe it is conceded by all, that he is more familiar with the mineral resources of Virginia and West Virginia than any man in them. It was his report that first called attention to the famous Pocahontas coal region. His knowledge of these resources has made him and others rich, which is the severest test applied in this day of materialism to the value and accuracy of knowledge.

This company bought thirty thousand acres of mineral, timber and farm lands here, and in it have set the new city of Shendun. Their property includes ten miles of iron ore land along the Western slope of the Blue Ridge, on which there are nine opened mines. Of this thirty thousand acres of land, twenty-five thousand acres are the old Mt. Vernon Iron Works property, property that for a generation supplied the Mt. Vernon Furnace, the Abbot Iron Co. and the Wyeths of Baltimore, and the Millers and Lewises of this section with ores from which charcoal pig iron was made. Analyses of the ores give the average percentage of the ores of Western Blue Ridge range in Virginia. At the northern end of this iron tract a manganese mine has been opened and developed with good promise of results, and on the property are fire-clays, kaolin quartzites (for glass making) and sandstone. Included in this purchase were the famous Weyer and Fountain Caves, natural curiosities known all over the country, a mill property, a forge property at which a recent measurement found a water-power of 500 horse-power capacity, and several fine

farms. The 4,000 acres of farm lands have on them some very fine brick dwellings. On the company's land are large tracts of timber.

The property thus purchased is the basis on which the company has issued its stock.

The company a few weeks ago issued \$1,500,000 of stock having a par value of \$100 and sold it at \$50 a share. The issue was soon taken up, the large subscriptions being numerous, that is to say, a large number of single subscribers took from \$53,000 (taken by one firm in Philadelphia) down to \$2,500. Comparatively few subscribers are for less than \$2,500, and the large bulk of them are business men in the Northern and Southern States.

In the meantime the company laid off about 1,500 acres for the city of Shendun, and cut it into streets and lots. On October 14th those shareholders owning five shares will draw for lots. On the day following the drawing, that is October 15th, the company's first sale of lots on its own account will begin. Every arrangement has been made to accommodate the crowd that will be here, and to show the eagerness with which the purchases will be made, before I left to-day outsiders were offering a premium of \$5 a share to get stock which will place them in the list of those entitled to draw for lots.

The future of Shendun is as well assured as is the future of the State of Virginia or the State of Pennsylvania. It will thrive on just what has prospered and will prosper those two States. The Shenandoah Valley Railroad, which runs through it, gives a connection with the coal fields of Southwestern Virginia. The Baltimore & Ohio Railroad, which is some six miles distant, will in a few months be touched by a short line from it, and thus give it an open way to the great West. A railroad is proposed to be built from Culpeper through the Shenandoah Pass (Brown's Gap) in the Blue Ridge to Shendun, which will put it within three hours' run of the national capital, and that road is to be extended on through Highland, Pocahontas, Greenbrier and Nicholas to the north end of the New River coal and coke fields. The town is but 90 miles from the Cumberland coke district and but 120 from that of Connellsville. So much for its railroad facilities.

The iron ore range property of the company lies for 10 miles along the base of the Blue Ridge, and which are but 3 miles from Shendun. In this range are the two Miller mines, the Douthat, Raines, Weaver, New Upper Sipe and Lower Sipe. The iron from these mines, as I have said above, yields over 46 per cent. of metallic iron. The agents of the United States census of 1880, in their official report, put it at from 41 to 51 per cent.

The limestone or fluxing is on the land. Thus, with the large timber tracts owned by the company, you will see the raw material is at hand for every kind of manufacture.

The city will have a great advantage for reaching the public attention of the country through the number of visitors to the caves, both from every part of this country and from European cities, who come here all through the year. They serve as a perpetual advertisement for the place, with the difference that instead of paying for it the company derives a large revenue from it.

Another advantage the new city will have is that its distinguished president, Major Jed Hotchkiss, has the ear of the scientific, railroad and manufacturing magnates of the United States. Many years spent as a consulting engineer has given him a personal acquaintance among them which will be of inestimable value in securing industries and other advantages for Shendun.

As illustrations of this, I may give two instances which occurred to-day:

Mr. J. T. Richards, the chief assistant engineer of the Pennsylvania Railroad

Co., telegraphed yesterday for Major Hotchkiss to meet him here and go over the ground hereabouts. He arrived to-day, and with Major H. went over the ground here and got information about the route for a railroad to come through Brown's Gap at this point, pass through Shendun and the iron ore range of the Grottoes Co., and go on to the New River coal fields. The Pennsylvania Railroad people have waked up to the importance of this line, and Mr. Richards expressed much satisfaction with his observation of the pass-way through the mountain and the information he received.

Another instance was the arrival of Mr. Gaylay, the furnace manager of the Edgar Thompson Steel Works in Pennsylvania, Andrew Carnegie's great works, which run eleven open hearth basic steel furnaces. He came here to look over the ground for the establishment of a furnace, and expressed himself as greatly pleased with the ore and facilities existing here.

Another distinguished visitor here to-day was Lynch, the electrician of New York. He measured the water-fall here with a view to ascertaining the electric power that could be gotten from machinery driven by it. His measurement, though the water is now low, resulted in ascertaining that 500 horse-power could be obtained. This will give the electric power to light the city, run electric cars, run the hotel elevator and leave a good deal to be hired out to industries.

Everything points to Shendun being a large city, and what is more, to its being a new type of city as far as the Southern States are concerned. H. C. T.

THE contents of the Popular Science Monthly for October include: "New Chapters in the Warfare of Science, X, The Fall of Man and Anthropology, Part II, by Andrew D. White, LL. D., L. H. D.; "Barrier Beaches of the Atlantic Coast," by F. J.

H. Merrill; "Ancient Dwellings of the Rio Verde Valley," by Edgar A. Mearns, M. D., U. S. A., (illustrated); "The 'Earthly Tabernacle,'" by Olive Thorn Miller; "Liquor Laws Not Sumptuary," by Rev. George F. Magoun, D. D.; "The Migration of Symbols," II, by the Count Goblet d'Alviella; "Mothers and Natural Science," by Mary Alling Aber; "Cotton-Spinning South and North," by Henry V. Meigs; "Invisible Assaults of Health," by Samuel Hart, M. D.; "The Evolution of Chemical Truth," by M. Louis Olivier; "Irrigation in China," by General Tchong Ki Tong; "Rice and Its Culture," by L. W. Roberts; "Sketch of Rene Descartes."

FOLLOWING are the Cosmopolitan Magazine's contents for October: "A Successful Man," frontispiece; "The Executive Departments of the Government," illustrated, by George Grantham Bain; "Change," poem, by Mary Lowe Dickinson; "A Brabantian Happening," illustrated, by George Wharton Edwards; "A Prophecy," poem, by Helen T. Clark; "A Flying Trip Around the World," illustrated, by Elizabeth Bisland; "Norsemen in the United States," illustrated, by Kristopher Janson; "A Glimpse of Guatemala," illustrated, by Francis J. A. Darr; "Solitude," poem, by Frederick Peterson; "Horses and Riders," by Henry Cabot Lodge; "A Successful Man," story, illustrated, by Julien Gordon; "A Sea Charge," poem, by Esther Singleton; "A Piscatorial Dinner," illustrated, by Charles Pelham-Clinton; "Francisque Sarcey," illustrated, by Brander Matthews; "Miss Devilet," story, illustrated, by Macdougall Buel; "A Vision of Eld," poem, by James B. Kenyon; "The Twin Cities of the Northwest," illustrated, by Charles King; "Rose and Edelweiss," poem, by H. T. Sudduth; "Review of Current Events," by Murat Halstead; "Social Problems," by Edward Everett Hale; "John Boyle O'Reilly," portrait, by James Jeffrey Roche.

VERY VALUABLE COAL LANDS For Sale or Lease, —NEAR— MIDDLESBOROUGH, KY.

20,000 ACRES. on the famous Log Mountain and Canada Mountain, in Bell County, Ky., overlooking the City of Middlesboro, beginning within two miles of the city and taking in ten to twelve miles of the valleys of Big and Little Clear Creeks. This is without any exception the most valuable boundary of coal land in the whole South, is now accessible and could not be more favorably situated for mining, the Clear Creek Valley being an ideal spot for mining and coke making plants.

The property is situated very close to the ascertained center of the population of the United States, and contains the **Nearest Good Coking Coal** to the great bodies of North Carolina iron, and a plentiful supply of the limestone and water.

Prof. A. R. Crandall, of the Kentucky State Geological Survey, has just finished a prospection of the property, making some sixty (60) coal openings, showing five workable seams 40 to 50 inches, all above water level, and proving it an extremely rich field. The following are extracts from his report: "The number of coal seams opened correspond with that of the adjoining Yellow Creek region, (owned by the American Association limited), with an equal number of workable beds. My impression is that the Red Spring bed is the same as the Bennett's Fork main seam, while the Poplar Lick bed is the same as the Big Sagan coal of Bennett's Fork (American Association)."

"The Lower Hignite (coking coal) seam is better than on the Middlesboro side. It is an exceptionally good coal, but other beds also stand in the first rank for quality, as you will notice from analyses annexed."

"Samples for analyses were cut from the **Whole Face** of the beds represented, driven barely far enough to obtain clean and firm coal. Other beds in the region would be valuable in the absence of those already mentioned."

"The region is heavily timbered. Probably the average of timber will not fall short, all kinds marketable included, of 1500 feet per acre. Some localities exceed this considerably, from actual count."

Analyses of Log Mountain Coals (Hull, Wyman & Cairns) by Prof. B. Peter, of the Kentucky State Geological Survey, September, 1890.

	Lower Hignite.	Red Spring.	Upper Hignite.	Poplar Lick.	Lower Hignite.	Cannel Coal.
	Head of Hignite.	Lower Bench.	Bear Creek.	Bear branch.	Showing birdseye.	Bear Creek.
	45% in.	39% in.	42 in.	50 in.	45% in.	45 in.
Moisture.....	2.66	2.20	2.00	1.80	1.60	1.00
Volatile combusti- ble matters....	34.14	34.30	32.80	33.00	33.40	51.60
Fixed carbon.....	59.70	60.40	59.40	60.10	61.52	40.40
Ash.....	3.50	3.20	5.70	5.10	3.48	7.00
Sulphur.....	0.840	0.576	0.965	0.565	0.794	0.739

The cannel coal lies under 24 inches of bituminous coal, making a very valuable bed.

We prefer to lease the whole property for a term of years to one responsible company or party, with a fixed minimum rental and royalty, but would consider propositions to lease 500 or 1,000 acre boundaries, or to sell outright, retaining a lien or first mortgage bonds for a considerable proportion of purchase price, with interest at 6 per cent., payable semi-annually.

We will be at the office of "HULL & BARCLAY'S ADDITION," Pineville, Ky., during the month of October, prepared to show the property.

HULL, WYMAN & CAIRNS, Pineville, Ky.

F. A. HULL, Danbury, Ct. H. P. WYMAN, Grand Haven, Mich. T. CAIRNS, Pineville, Ky.

Auction Sale of Valuable Building Lots —IN— NEWPORT NEWS, VA. WEDNESDAY, OCTOBER 15th, 1890.

THE NEWPORT NEWS LAND & DEVELOPMENT CO.

THIS IS WHAT YOU HAVE BEEN LOOKING FOR.

AN INVESTMENT WITH SURE PROFITS BEHIND IT.

Newport News is so well known that but little comment is necessary. It is the eastern terminus of the great CHESAPEAKE & OHIO RAILWAY SYSTEM, and the best deep-water port on the Atlantic coast. It has the largest DRY DOCK and the largest and best equipped SHIP-BUILDING PLANT in America, besides NUMEROUS OTHER INDUSTRIES already established. A COTTON MILL COMPANY, LIGHT & WATER COMPANY and a STREET RAILWAY COMPANY are organized.

TEN MILLIONS OF DOLLARS HAVE BEEN INVESTED.

Next Year 6,000 men will be employed, and more than \$3,000,000 PAID OUT FOR WAGES in this city. Our population must soon be 20,000 people.

NEWPORT NEWS SUCCEEDS BECAUSE IT IS A SUCCESS.

These lots are located on the line of the projected street railway, within the present city limits. TERMS OF SALE—Ten per cent. Cash, balance in easy instalments. Sale will be continued if deemed advisable.

Iron! Cotton! Leather!

Goods made at the point both of production of the raw material and consumption of the manufactured article, with cost of making comparatively low, must return best profits.

Bluffton, at the "IRON BLUFFS," Northern Alabama,

surrounded by furnaces making the best of foundry and car wheel iron; in a county producing 10,000 bales of cotton; with large tanneries nearby, and with the great unoccupied market of the South and Southwest at its door, offers the above advantages to investors in manufacturing industries, and will give liberal subsidies of land to support the stock of companies located there.

LIBERAL AID TO SMALL INDUSTRIES.

Address BLUFFTON LAND, ORE & FURNACE CO., Bluffton, Ala.

Excursion train leaves Boston at 2 P. M., Friday, October 10th; Baltimore, about 5:30 A. M., October 11th for a week's tour of the "New South," via the Shenandoah Valley, visiting Caverns of Luray and Natural Bridge and the leading cities and "boom towns" of the "New South."

One whole day at the great mines of the "IRON BLUFFS" at Bluffton, Ala.

Particulars from C. P. GAITHER, Agent East Tennessee, Virginia & Georgia Air Line, 230 Washington Street, Boston, or JOHN C. FIELD, 1205 Myrtle Avenue, Baltimore.

One Week in the "NEW SOUTH."

HOTEL LUCERNE

J. HARRY CHAPMAN, Proprietor, Maj. J. P. LONGLEY, General Manager.

SALEM, VA.

SPECIAL ATTENTION PAID TO TRANSIENT GUESTS.

ACCOMMODATIONS FIRST-CLASS.

Fine Sample Rooms for Drummers.

Prices Reasonable.

Mineral Lands, City Lots,

GRASS, GRAIN AND FRUIT FARMS FOR SALE.

ADDRESS

F. J. CHAPMAN, - - Salem, Va.



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—SALEM, MASS.—

ELEVATORS,

—AUTOMATIC HATCH DOORS, AUTOMATIC LOCK GATES.—

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HAVE YOU USED
ANY OF OUR
DOBBIES Weaving Fancy Goods.
THEY ARE BEST MACHINES IN EXISTENCE.

Let us put in a sample machine. We have no fear of the result. Address us for prices and description.

SCHAUM & UHLINGER,
SUCCESSORS TO W. P. UHLINGER,
Glenwood Avenue and Second Street, PHILADELPHIA, PA.

Cotton and Woolen Mill Supplies.

WATERS & GARLAND,

433 Main Street,

LOUISVILLE, KY.

Bobbins, Shuttles, Card Clothing, Roller Cloth, Dyestuffs, Sheep, Calf and Lamb Roller Skins, Ring Travelers, Reeds, Heddles, Banding, Tape, Lace Leather, Belting, Oils, etc.

Write for Discounts.

VAN WINKLE GIN & MACHINERY CO.

ATLANTA, GA., and DALLAS, TEX.



COTTON GINS, FEEDERS,

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COTTON-SEED OIL MILLS,

SHAFTING, PULLEYS, WIND MILLS, TANKS, PUMPS, Etc.



The BEST COTTON-SEED OIL PRESS IN THE MARKET

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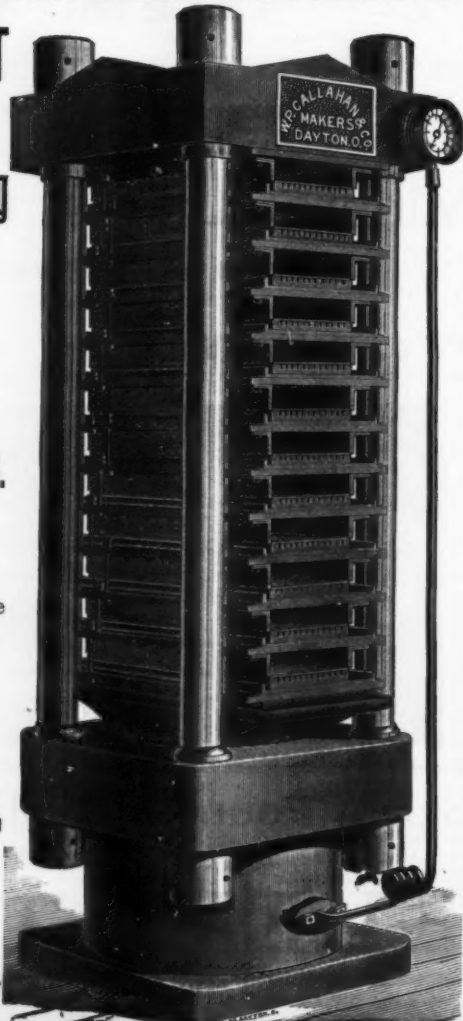
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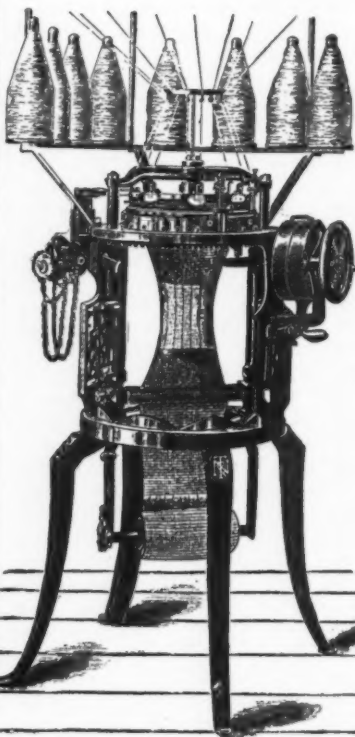
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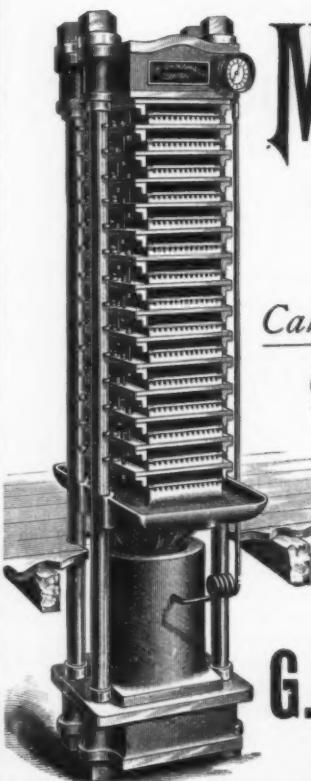
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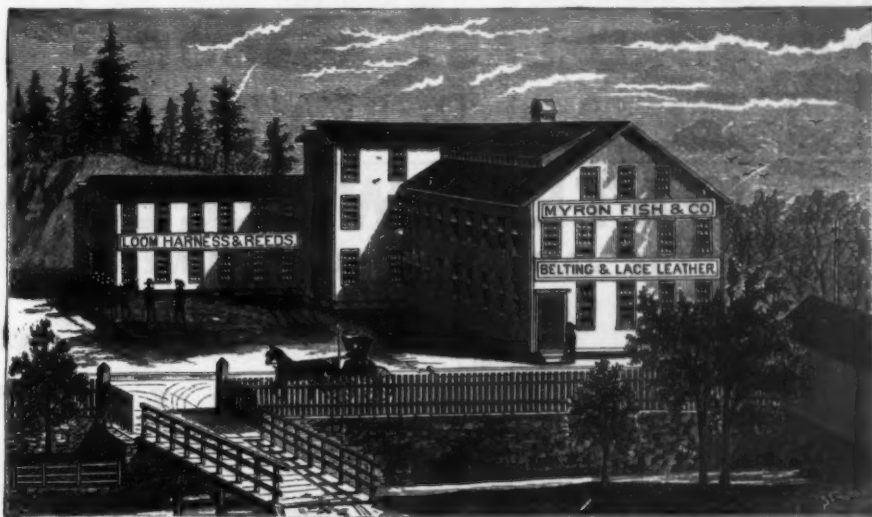
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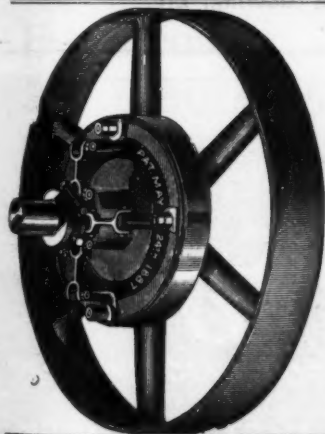
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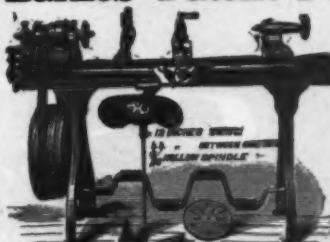
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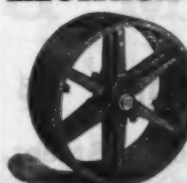


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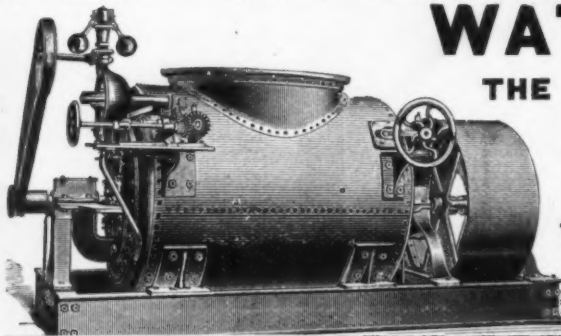
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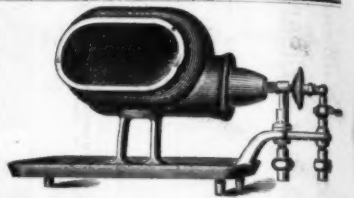
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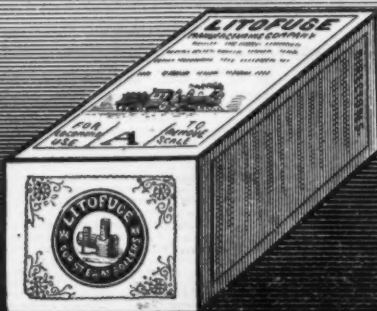
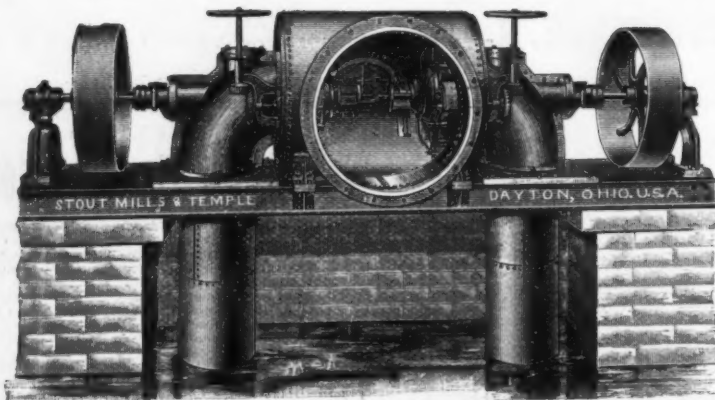
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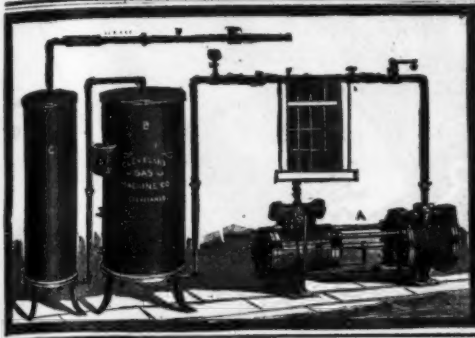
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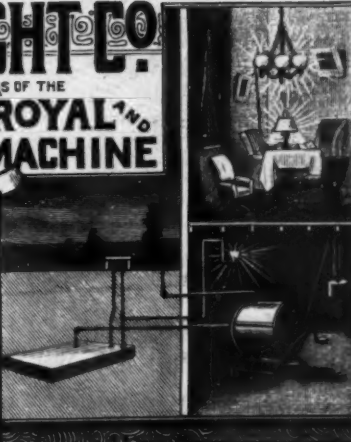
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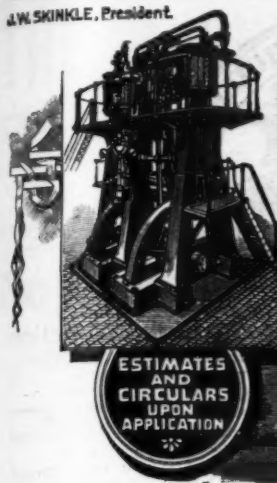
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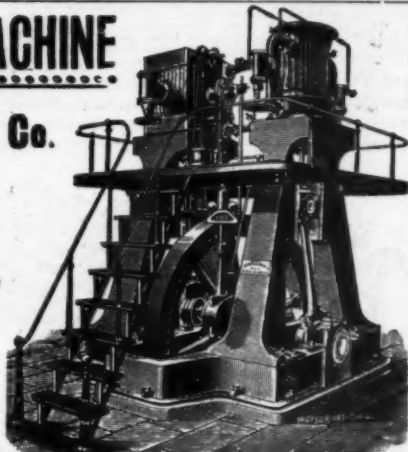
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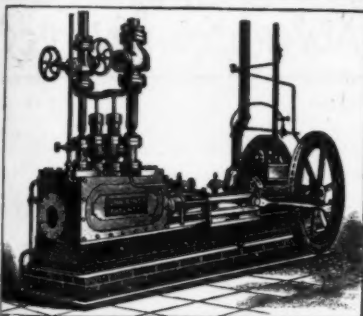
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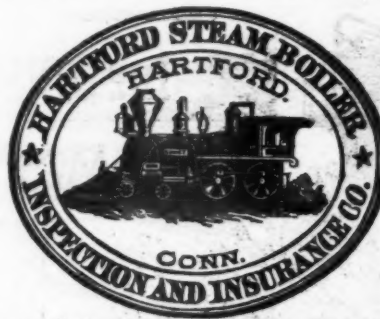
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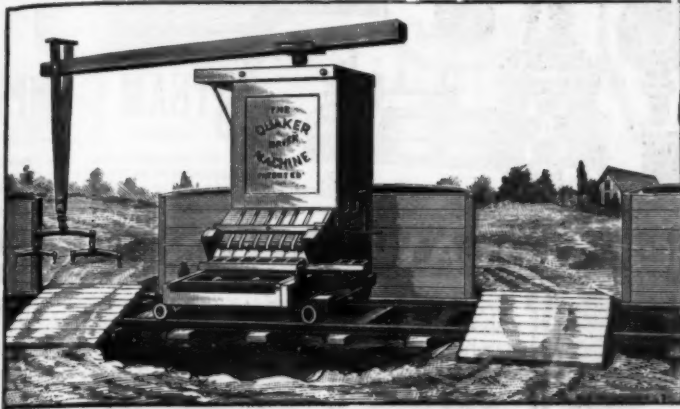
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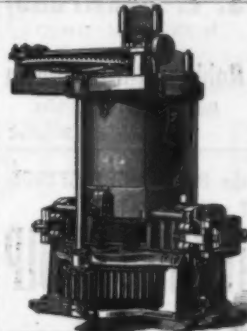
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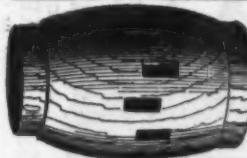
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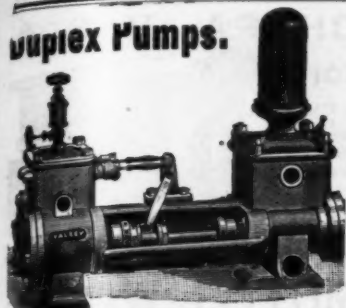
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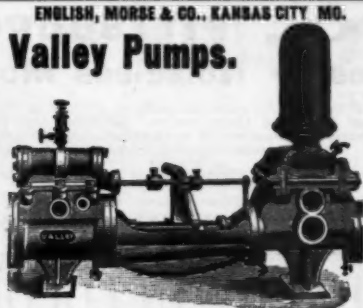


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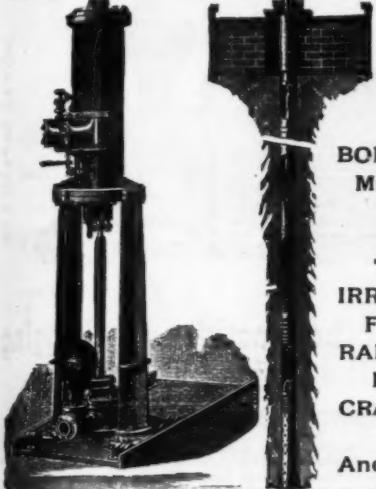
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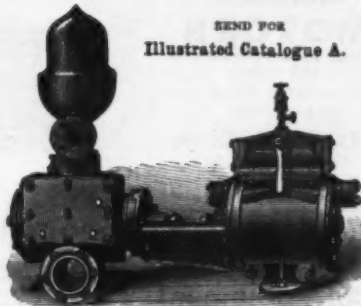
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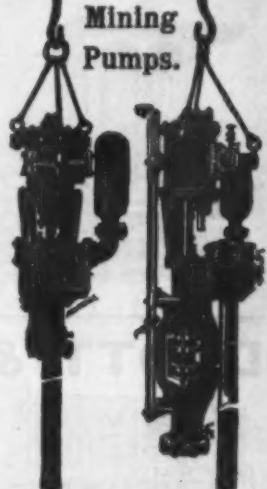
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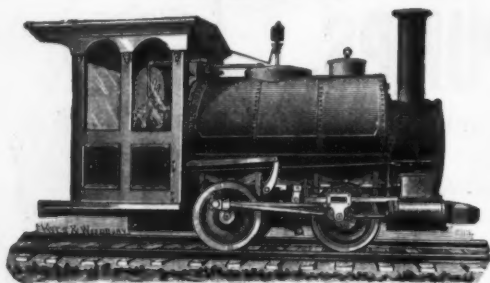
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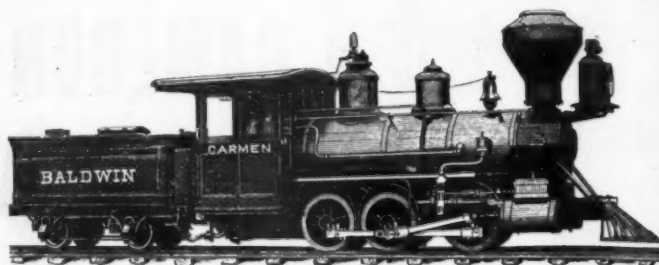
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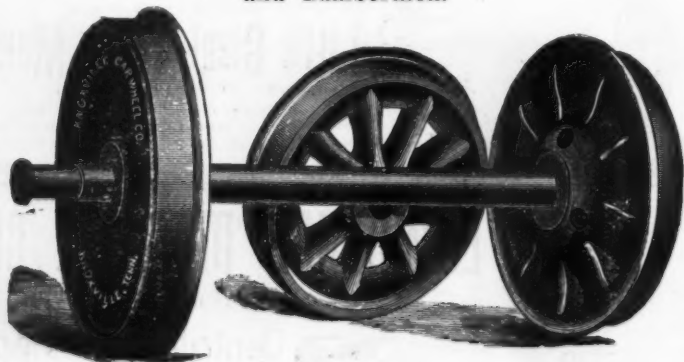
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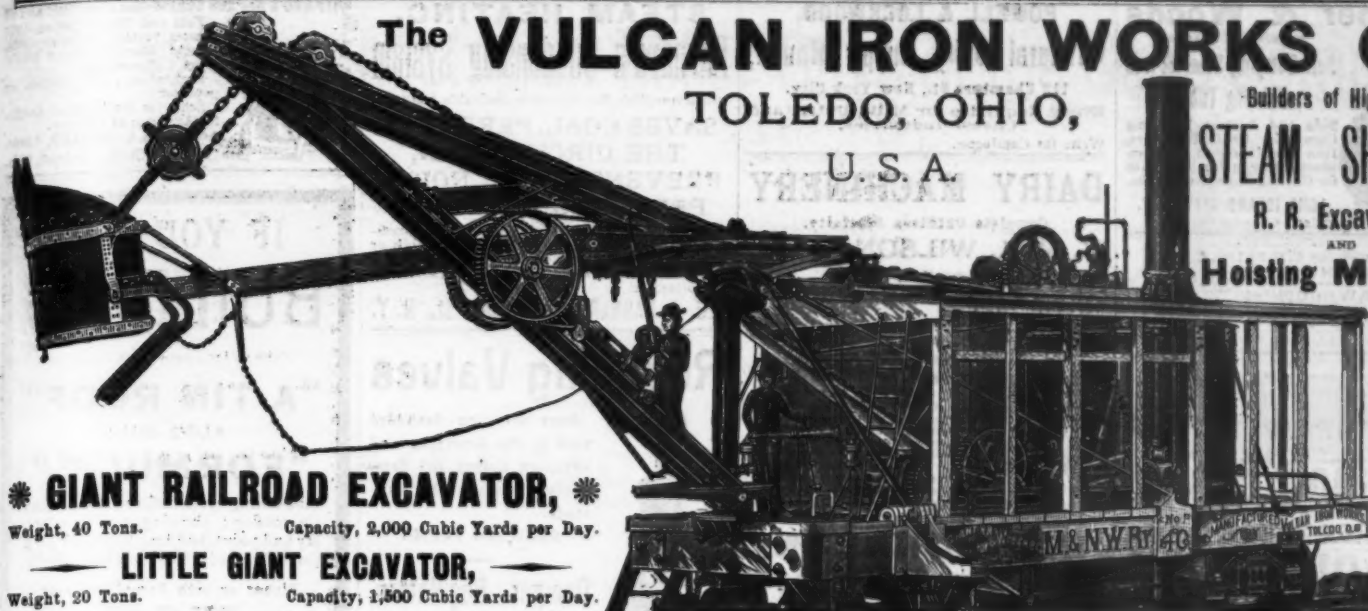
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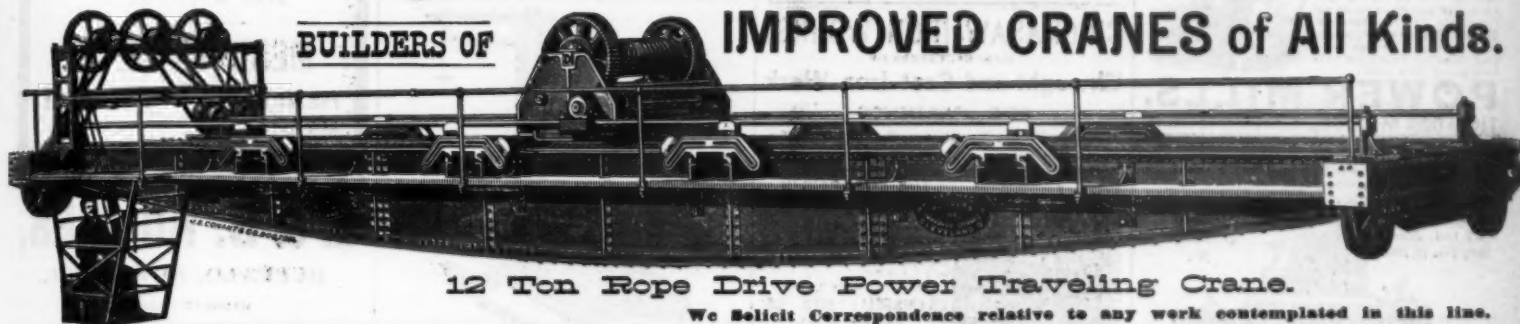
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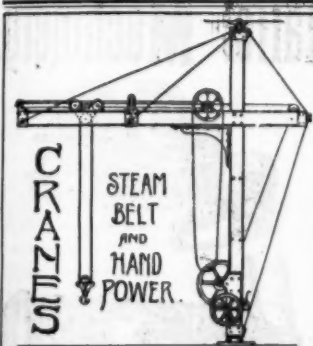
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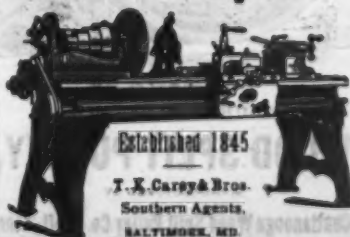
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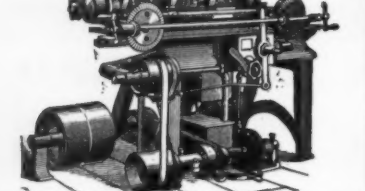
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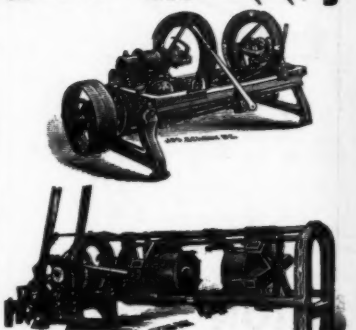
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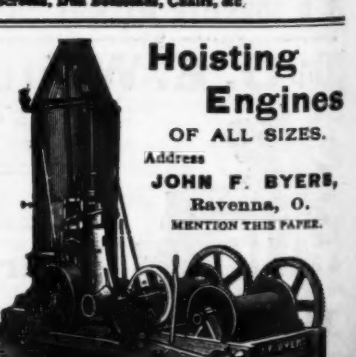
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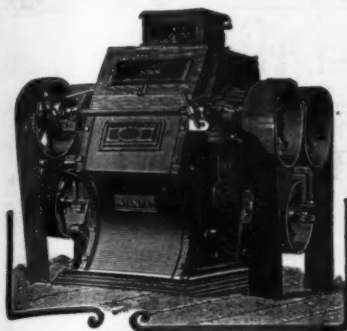
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Read What a Michigan Miller Says of the Case Company.



STURGIS ROLLER MILLS,
BAUER & BUHRER, Proprietors.

STURGIS, MICH., July 12, 1890.

The Case Manufacturing Co., Columbus, Ohio:

GENTS—We started mill July 7th. The 12 pair 9x18 rolls you furnished us worked perfectly. They are so easy to adjust, so simple to handle, feed so regularly, grind so nicely and even, and work so smoothly on the whole, that we have no hesitancy in stating that we cannot see how they can have a superior, if equal. Aside from their perfect work, they are models of beauty and finish, and a decided ornament to any mill. We enclose clippings from papers. We are, with best wishes,

Very truly yours,

BAUER & BUHRER.

For full particulars regarding the best FLOUR OR CORN MILL MACHINERY, address



THE CASE MANUFACTURING CO., Columbus, Ohio.

FLORENCE, S. C.

FLORENCE, S. C., Sept. 24, 1890.

Editor Manufacturers' Record:

While riding on one of the elegant cars of the Atlantic Coast Line recently I had the pleasure of a chat with the general superintendent of that line, Capt. J. F. Divine. In questioning him regarding the movements of his road and its proposed building, I found that the gap in the Florence Division known to many as the Wilson Short Cut would be very soon built, thus bringing all through traffic via Wilson to this point, making a saving of nearly 70 miles between New York, which will be a great advantage to it. The Coast Line will also construct a line immediately between Bennettsville and Cheraw, thus giving an outlet via the Yadin Valley Road to the Northwest. The line from Sumter to Augusta, Ga., will also be completed at an early day, affording direct communication with that point instead of via Columbia, as at present. The management is also building large new warehouses at several points, and will in all probability do so here at an early day. This line is a strong friend of Florence, and can be relied upon to do whatever is needful for its prosperity.

The new four-story tobacco factory is in full blast and turning out a first-rate grade of tobacco. Under its live management it cannot fail to be a great benefit to the town.

The oil mill is purchasing all the cottonseed to be had in the market, and will manufacture fertilizers as well as oil this year. It was too late last season to enter upon this business, but hereafter it will be one of its most profitable features.

Since my last letter Mr. L. O. Jones has established a first-class steam laundry, and is getting a large amount of work from the town as well as many neighboring places. He has one of the finest plants in the State, costing him, set up, something over \$3,000.

Mr. William Lynch, of Glen's Falls, has been induced to bring his extensive planing mills and sash, door and blind factory to this point, and will also bring several Northern mechanics and their families with him. The one thing needful for the future progress of the South is that it have more and a better class of mechanics than at present, and it is hoped by the people of Florence that these few families may be the nucleus around which many more may gather.

The city has made a contract for the boring of an artesian well, work upon which is to be commenced at once. Mr. Cox, of Washington, is in the town now making arrangements for putting up an electric-light plant and an ice factory. Work on the light plant will commence next week, and it is hoped that within 30 or 40 days we will be able to let our light shine before men in a more effective man-

ner than through the medium of coal-oil lamps.

The following article from the Florence Times, in reference to the electric light and ice factory, will also give a little insight into the spirit of Florence:

"FLORENCE GETS TWO OTHER INDUSTRIES.

As stated in the Times last week, Mr. Rommel, representing the National Electric Light Co., was here with a view to the placing of an electric light and ice manufacturing plants in Florence, and that he had a sufficient number of lights subscribed to warrant the company in commencing business. This week Mr. L. N. Cox, president of the company, was in town and concluded all arrangements for the early beginning of these industries, and both will be in operation just as soon as the necessary buildings can be erected and the machinery put in, that Mr. Cox assures will be not later than the 1st December.

Tuesday afternoon a special meeting of council was held and a contract entered into and signed, agreeing that the town should take not less than sixteen arc lights. While the cost of these lights will be a little more than what the cost is at present for the lighting of the streets with kerosene oil, yet it is claimed that the number of lamps contracted for will give more and better light than those oil lamps now in use.

Aside from the direct advantages of the better light, the inauguration of the electric system is an advance in keeping with the progressive movement of the times, and will have the effect of showing to the outside world that Florence well deserves the prominence she already has as a go-ahead, progressive young city. Electricity is the light for all time to come, and Florence now has it assured.

The ice-making plant is by no means the least of any beneficial enterprise already in operation or to begin in Florence, for it will have the effect of increasing the importance of this place as the point for a general distributing center that it already has by reason of its advantageous situation and the numerous lines of railways now in operation. Probably as much as nine-tenths the patronage to this one enterprise will come from other towns, far and near, for the one can be reached with equal facility as the other. Hence an ice-making or any other business that is located in the town and draws its patronage from abroad, adds just so much more importance to Florence, and should be liberally sustained by the whole people.

Mr. Cox has selected a site for the plants on Railroad avenue, and work will begin immediately on the erection of the buildings, and just as soon as the materials can be procured. He has already ordered the machinery, and assures us it will in every way be the equal of any plant in the country.

It is with much pride that the Times notes these new enterprises, for their establishment means an increased prosperity

for the town and for everybody in it. During the past ten years the progress that has been made has been wonderful, and the daily crowded streets is good evidence to the activity in all lines of business and trades. From now on we predict a steady and substantial increase in prosperity for everything and everybody, and wish for all businesses and individuals a commensurate share of the benefits to accrue from the progress that is surely and steadily being made.

These enterprises will be controlled by a local board of managers, and they are from the most successful of our business men, as will be seen by the officers as named. The combined businesses will be known as the Florence Improvement & Manufacturing Co., and the officers as named are: President, Jerome P. Chase; vice president, G. G. Lynch; treasurer, W. J. Brown; secretary and general manager, C. L. Stickney; attorney, W. A. Brunson; electrician, L. N. Cox."

In the article republished from the News and Courier some of those who have dealt largely in real estate, and who have had a considerable part in making the prosperity of the town, were not mentioned. Prominent among these is the firm of Covington Bros. They have large property interests here, and also in the turpentine district of Georgia. They are always willing and ready to do their part toward establishing any public enterprise, and their purse strings are never drawn tightly when money is needed for the good of the town. They have a large livery and sale business, and have been instrumental in making this one of the best horse and mule markets in this section of the State. The firm is a wealthy one, and have recently purchased nearly \$100,000 worth of timber land in Georgia for the purpose of increasing their already large business of turpentine distilling.

Capt. G. G. Lynch, the well known train-master who has charge of all the Atlantic Coast Line trains arriving and departing from Florence, is another real estate man who has not only done much good for Florence, but also for himself. He was among the first to sell land on easy instalments, and through him many of the railroad men have been able to obtain homes. He still buys and sells, and is not often on the losing side. He is also a director in the Sumter Land & Improvement Co., recently organized at Sumter with \$100,000 capital stock, as well as vice-president of the Florence Improvement & Manufacturing Co., which is to control the electric-light business and ice factory.

Mayor J. P. Chase is doing all in his power to advance the interests of the town. He is now trying to arrange for a system of water mains for the city, to be in readiness as soon as the artesian well is completed. He, with a committee of citizens, is also negotiating with a committee of State officials for the location of a branch of the State Insane Asylum for this section.

Jerome P. Chase & Sons are also largely engaged in the real estate business, owning several hundred acres in the city and vicinity. They also represent the largest and best insurance companies of this country and of Europe, representing many millions of capital, having added several new companies lately.

The mineral springs upon Rev. B. G. Covington's land, referred to in a former letter, have many patrons who claim to have derived great benefit from their use. Mr. Covington partially improved them this year, and expects to do much in the same direction next season. When completed they will doubtless become a popular resort with Florentines.

A neat new hotel has been erected, and will be opened October 1st by Mrs. Lane, a lady who has had extensive hotel experience. Special pains will be taken to cater to the wants of commercial men and transient guests.

Building is going on rapidly, and a better class of houses have been erected this season than ever before.

An immense quantity of cotton is coming in. Tobacco, that, for this section, new staple which bids fair to place many of the farmers in affluence, is finding ready sale at top figures.

Another railroad project is now on foot, which, when completed, will be of great advantage to Florence, giving it still another outlet. I refer to the Cape Fear & Cincinnati project. The line is intended to start at Southport, a short distance south of Wilmington, and run almost directly across the State to Greenville, passing through Conway, Florence, Camden, Winnsboro and Union. From Greenville the line runs directly across the county to Memphis, connecting with roads from Nashville, Louisville and the West. Another branch of the road will run through Florence, Darlington and Marlboro counties, on to Salisbury and thence to Cincinnati. Another branch of the road will run along the coast of South Carolina to Charleston. The road will, if ever built, form an independent and important railroad system. The estimated cost of the line is \$1,000,000.

J. P. C.

MESSES. HULL, WYMAN & CAYNES offer for sale or lease some very valuable coal lands near Middlesborough, Ky. The territory embraces the famous Log mountain and Canada mountain to Bell county, Ky., overlooking the city of Middlesborough, adjacent, about 2 miles, and extending 10 miles up the Big and Little Clear creeks. Situated in a very favorable locality the property is desirable, while flattering reports have been returned by Professor Crandall, of the Kentucky State geological survey, who has pronounced this coal field an extremely rich one. Samples for analysis have been cut from the whole face of the beds represented, and have been tested with favorable results. The region described is also heavily timbered with all descriptions of wood native to the region.

The Markets.

OFFICE MANUFACTURERS' RECORD,
BALTIMORE, October 2, 1890.

Our latest private advices from the interior iron centers indicate that there is a strong and steady demand. There are no evidences of weakness anywhere; no signs that makers of iron and steel are anxious to sell. The adjustment of the tariff removes one cause and source of uncertainty and distrust among a good many pig iron makers. In some quarters but little interest is expressed in the matter, whatever may be felt, as some makers feel that they can make iron at a profit, no matter what reduction might be made. Consumers of iron and steel everywhere are buying a little more than current requirements call for, in view of the possibility of some sudden turn in the market. Prices at tide-water are \$15.00 to \$15.50 for forge; No. 2 \$16.50 to \$17.00, and No. 1 \$18.00 to \$18.50. In Western Pennsylvania there is an improving movement at stationary prices. Throughout the Ohio valley and in the Northwest liberal buying is reported at prices ruling for the past month. The demand for Southern iron still continues, and all our advices from Southern centers are of a favorable character.

In finished products the same satisfactory condition of things continues. A vast amount of material of all kinds is going into consumption. Just at this time a great many contracts are being placed for sheets, bars, plate and structural iron. Manufacturers are getting pretty good prices, but seem more anxious for business than for the very outside prices. Car builders, boat, ship and bridge builders and pipe line layers are all pushing their schemes of construction through, and in consequence prices are strong. Railroad companies continue to be good buyers for all kinds of iron and steel products used by them except steel rails. The rolling capacity of the country is thoroughly employed. Nail makers are maintaining the advance recently established in the East. Steel billets and merchant steel, as well as bar wire, are all selling well, and mills engaged on these products are quite busy. The month of October opens auspiciously. The disposition of the tariff question will open up the way for a good many buyers and promoters.

The foreign iron and steel manufacturers and engineers have arrived at New York, and are being royally entertained. They will shortly begin their tour through the country, and will meet no doubt with cordial receptions everywhere.

HARDWARE.

We have no changes to report in prices. Trade continues good and satisfactory. Orders are frequent from all sections, and reports from traveling salesmen are very encouraging. Jobbers are buying largely in anticipation of higher prices. Manufacturers are still behind in filling orders.

AMERICAN

PIG IRON Storage Warrant Co.

(Bank of America Building.)

44 Wall Street, NEW YORK.

Correspondence of Furnaces Invited.

NASHVILLE RAPID TANNING

AND

BELT MANUFACTURING CO.

Manufacturers of Oak Tanned and Rawhide Leather Belting, Lace Leather, Picker Leather, Ropes, Lariats and other Rawhide Leather Goods. NASHVILLE, TENN.

SLIPPING and SWEARING

PREVENTED BY USING

DIXON'S BELT DRESSING

And Leather Preservative.

Absolutely prevents slipping, thoroughly preserves the leather. Not a new and untried article. It will pay you to send for circular and testimonials.

Joe. Dixon Crucible Co., Jersey City, N. J.

THE PERFECTION MEAT CUTTER



EQUALLED
BY NONE FOR
FAMILY USE.

SIMPLE TO USE.

EASY TO CLEAN.

CANNOT GET DULL
OR OUT OF
ORDER.

No. 1—\$2.00. No. 2—\$2.75. No. 3—\$4.00.

Liberal discount to the trade, and

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MANUFACTURERS OF HARDWARE SPECIALTIES,
Lehigh Ave. and American St., Philadelphia, Pa.
OR TO MANUFACTURERS' AGENTS:
HENRY KEIDEL & CO., 27 Hanover Street, Baltimore.
JOHN H. GRAHAM & CO., 13 Chambers Street, New York.

PICKANDS, MATHER & CO. Pig Iron, Iron Ore and Coal.

Perry-Favne Building,

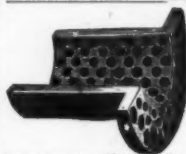
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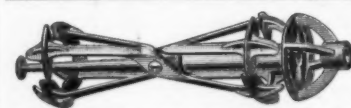
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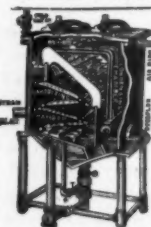
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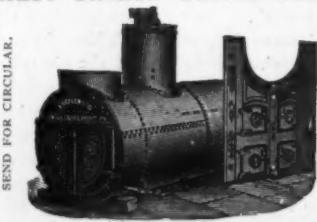
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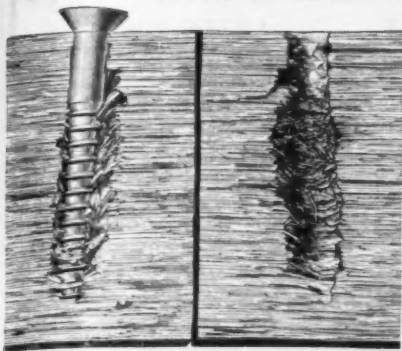
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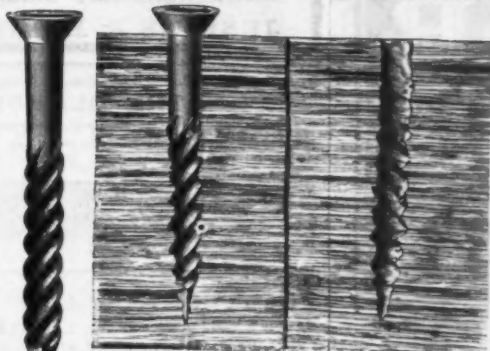
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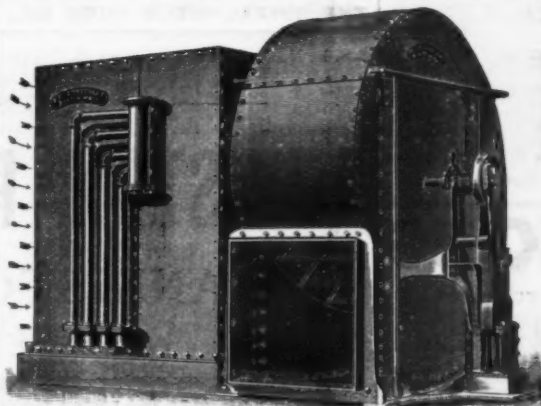
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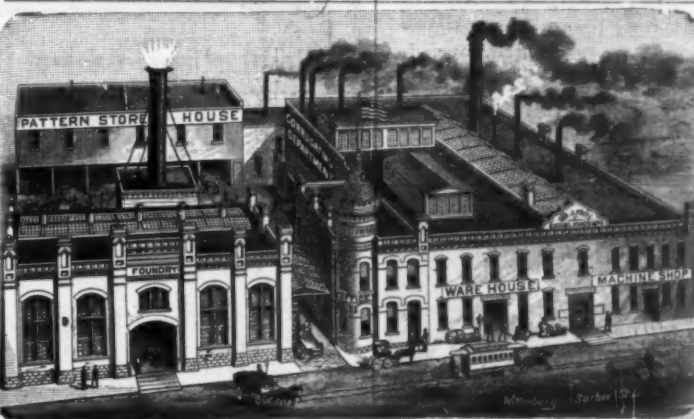
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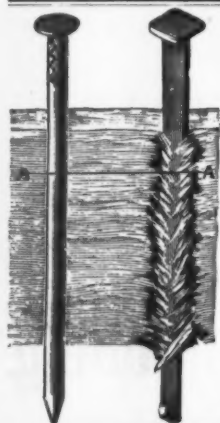
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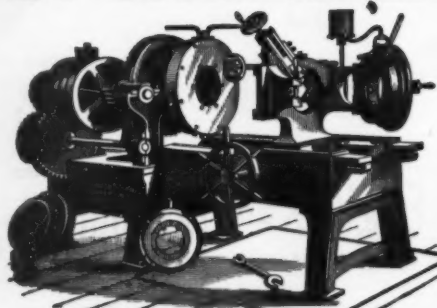
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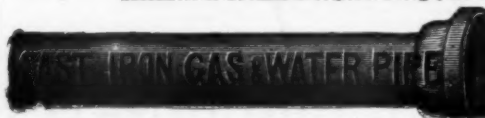
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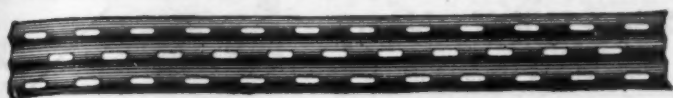


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Eastern Lumber Markets.

[Special Cor. MANUFACTURERS' RECORD.]

NEW YORK, September 30, 1890.

Within the past two or three days a great deal of business has been done in lumber in a quiet way. Most of the business has been in Southern lumber and from the interior. Prices have declined a little on nearly all kinds in wholesale lots, and this led to the movement among wholesalers to buy; but the greatest care was used in making purchases, and only the finer lots offered were taken. As often happens at this season of the year, parties in the interior get tired of holding lumber for fancy prices, and conclude to let it go for spot cash. This is the sort of business that we refer to, and the sales made cover poplar, ash, oak, walnut, and some of the woods classed as miscellaneous woods. There is also under way considerable new business in yellow pine. Heavy as have been some of the transactions heretofore reported, a good deal more business is about to be closed. The reason also seems to be that mill men yielded just far enough to induce wholesale customers to make a move. Of course they would not do so unless they saw clearly a market for their purchases. As to oak, poplar and ash, there is not much danger provided the right figures are paid. As to yellow pine, there is very little room to shade prices, but the effort was made and several million feet were bought, much of which has been sold already, and will be delivered as soon as it can be gotten from the South. Part of it comes by rail, especially that intended for delivery a considerable distance in the interior. Prices for almost all kinds of lumber sold in this market are stationary, so far as retailers are concerned. The yards present quite an active appearance, but sales are mostly small. Arrivals from the interior are taking place every day. Receipts by schooner are dropping off, but a special effort will be made a little later to get in several loads. Quartered oak is strong and active. Poplar, so retailers say, is as strong as ever. North Carolina pine is doing very well. Northern woods are in abundant supply, especially white pine, and its selling price remains about the same. Hemlock is active. Spruce is quiet. Shingles and lath are dull.

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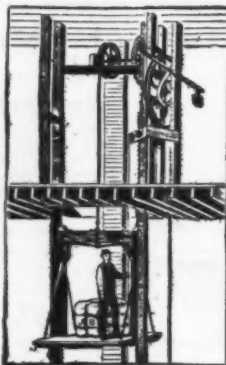
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The Cardiff Excursion.

The second excursion of the Cardiff Coal & Iron Co. will leave Boston in vestibule trains at 2 o'clock, October 4th.

This excursion will be directly in charge of Mr. W. P. Rice, vice-president of the company, and is run under the joint auspices of the Boston & Maine Railroad and Messrs. Raymond & Whitcomb, the well-known excursion managers.

The new route of the Boston & Maine Railroad Co. to the South and West has been selected because of the many points of interest along that line, and the remarkably beautiful scenic attractions of the route.

From Boston the train runs West over the Central Massachusetts Railroad to Northampton, from there South over the N. Y., N. H. & H. to Simsbury, Conn., and from thence over the Poughkeepsie Bridge Route and the Philadelphia & Reading Railroad to Philadelphia, where the Baltimore & Ohio Railroad is taken for Washington, where the party will arrive early Sunday morning. From Washington, West to Cincinnati, the run will be over the Baltimore & Ohio.

From thence the train will pass over the Queen & Crescent Route (Cincinnati Southern Railroad) through the Blue Grass region of Kentucky to Cardiff, arriving Monday morning and remaining until late Wednesday night, giving ample time for an inspection of the properties of the Cardiff Coal & Iron Co.

On the return trip pains will be taken to so arrange the time tables that prominent points passed in the night on the outward trip will be passed in the day time, and a stop of several hours will be made in Washington on Friday, the 10th of October. Leaving Washington Friday evening, Boston will be reached early Saturday. Fare for the round trip, including sleeping, dining and parlor car accommodations, \$70.

TRADE NOTES.

THE Aetna Machine Co., of Warren, Ohio, has just closed a contract with the Oliver Iron & Steel Co., for an engine to drive the machinery in the new plant which it is now building in Pittsburgh, Pa.

A SEVEN horse-power Otto gas engine is offered for sale by the Record Printing House, Exchange Place and Commerce street, Baltimore, Md., in our advertising columns. The engine is in first-class order and is giving entire satisfaction. It is considered one of the best of this celebrated type turned out by the manufacturers. It can be purchased at about half the original cost, and is placed on sale by reason of the necessity for putting in a larger engine to furnish greater power.

THE increasing acreage being devoted by Southern farmers to cereals, and the additional production consequent, encourages the erection of many new mills and the enlargement and remodeling of old ones, and presages unusual activity and large sales of this class of machinery. To meet this requirement and the steady increase of an established trade, Mr. Edward Corbett, the widely-known mill man of Washington, D. C., has taken steps for the organization of a \$100,000 stock company to manufacture flour mills, etc., at Salem, Va., where five acres of land fronting 300 feet on the main line of the Norfolk & Western Railroad have been donated for the purpose. Mr. Corbett will surrender to the company the good will of his business and a present trade that will keep a well-equipped works running on full capacity from the start. Considering the admirable site selected, in a section of the South which is attracting widespread attention, and surrounded with an abundance of iron, lumber and other materials which

can be procured for prices less the freight to Northern cities where similar plants are located, and with the experience and judgment which the promoter possesses, the company will be in position to compete with any works of the kind in America, and an opportunity for investment is offered presenting many desirable features that seem to insure profitable returns. The millers of the South are especially invited to become interested, and subscriptions will be received by Allen Clark, 605 F street N. W., or Edward Corbett, 480 Pennsylvania avenue N. W., Washington, D. C.

As uniform speed is desirable in all machinery, any device tending to accomplish this is invaluable to every manufacturer. The T. M. Foote Regulator Co., 273 Franklin street, Boston, is manufacturing a regulator from the use of which, it is claimed, this result is obtained. It is designed for dynamos and all classes of machinery run by water wheels, as well as for machinery operated by slow-speed engines or by any general source of supply that may be furnishing power for other work. No matter how variable the driving power may be, the manufacturers say that the application of the intermediate speed regulator offered by them maintains a perfectly uniform speed, which can be changed at any moment by a simple and effective device. An illustrated circular giving detailed description will be sent upon application.

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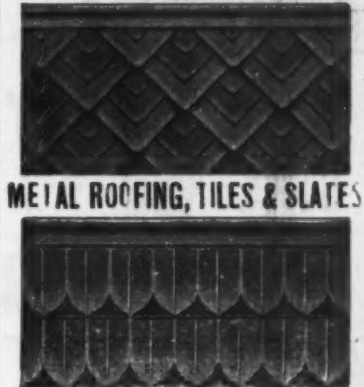
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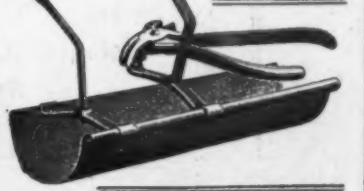
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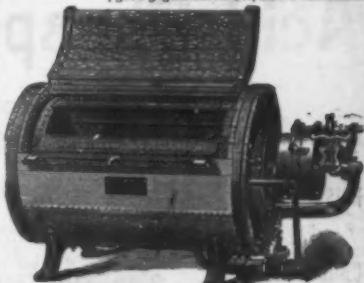


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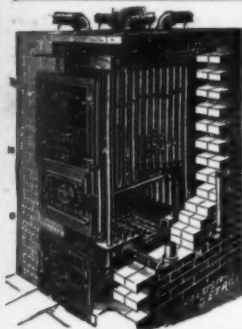
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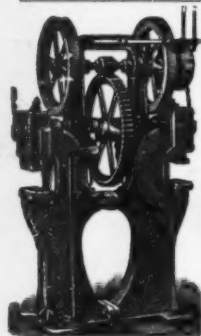
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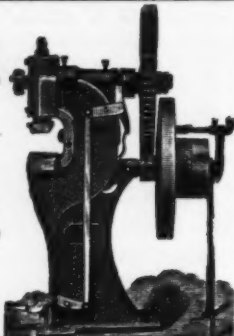
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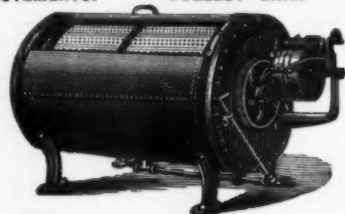
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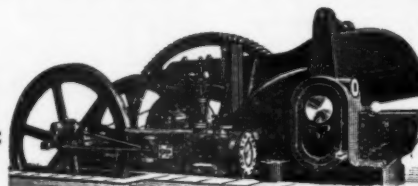
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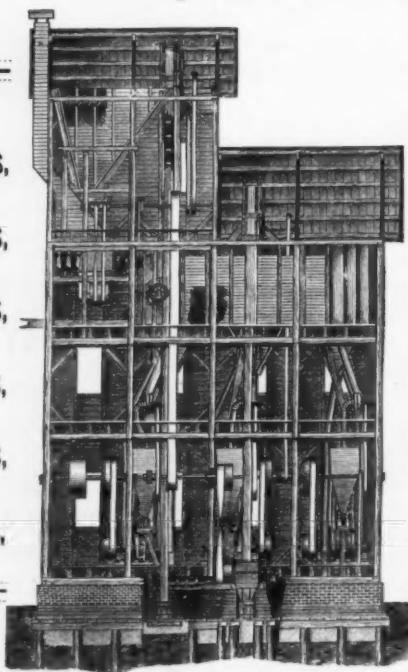


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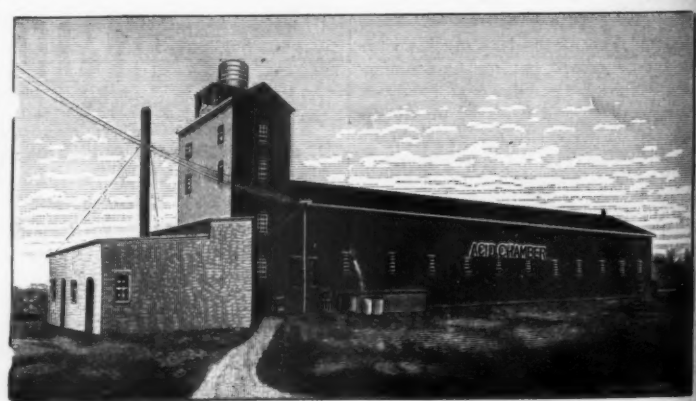
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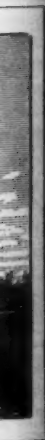
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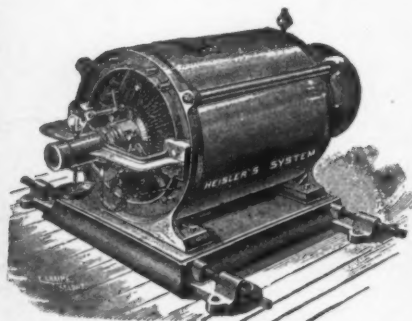
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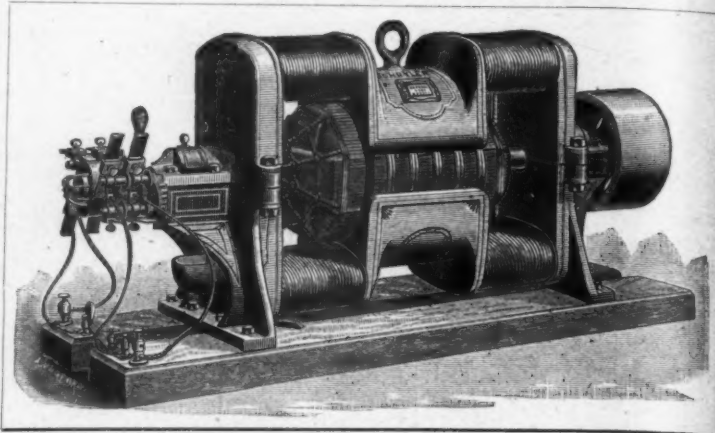
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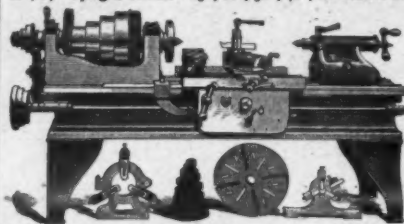
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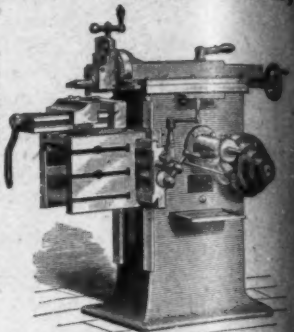
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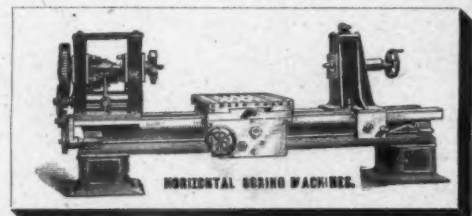
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